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No. 107 MAY, 1963

Published first Thursday of the month

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FASLANE TO BE BASE FOR POLARIS

To cost £20m and be ready by 1968

It was stated by Lord Carrington, First Lord of the Admiralty, in the House of Lords on April 24, that the Government had decided to develop Faslane, in the Gare Loch, as the British Polaris submarine base.

Survey work will start immediately and when the base is finished it is expected that some 1,700 officers and men will be based or stationed there, together with their families. It is expected that the base will be completed by 1968.

In addition to the Polaris base a new armament depot will be constructed at Coulport on the eastern shore of Loch Long, about eight miles by road and 13 miles by sea from Faslane.

In his statement the First Lord said that "The operating base for the Royal Navy's Polaris submarines needs to be near deep water to offer easy navigational access, and to be a short distance from the associated armament depot."

Careful consideration was given to all possible sites in the United Kingdom, but on balance the development of existing submarine operating facilities at Faslane offers the greatest advantage.

CONSTRUCTION COSTS

The provisional estimates put the cost of developing the base and the associated armament depot at between £20 million and £25 million, including between £12 million and £15 million for construction work.

The First Lord stated "Civilian staff employed at the base and armament depot will probably number about 400, of whom about half are expected to be recruited locally! Answering a question Lord Carrington stated that between 500 and 1,000 local people would be engaged during the construction period."

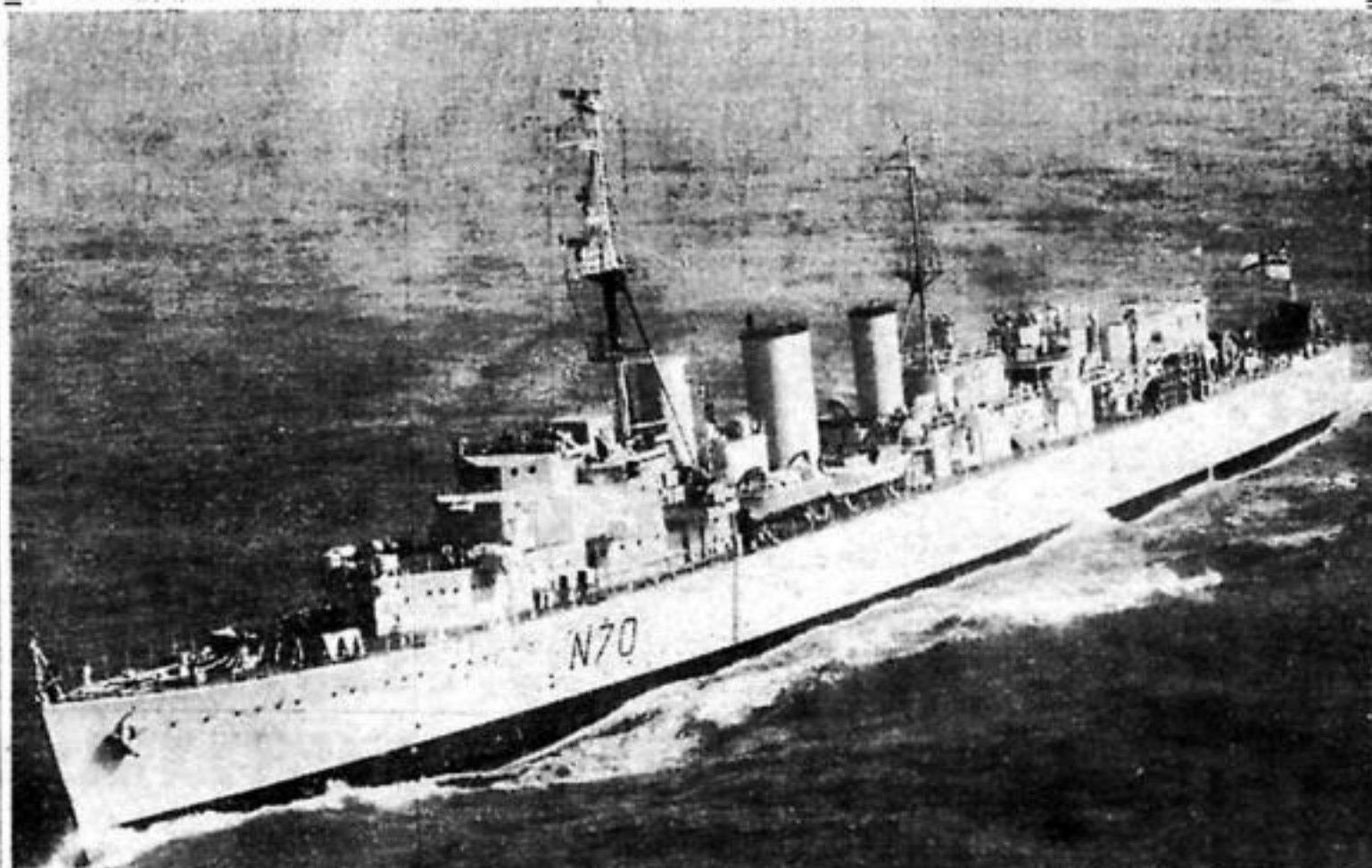
In the House of Commons Mr. Orr-Ewing, Civil Lord of the Admiralty, stated that the cost of the base was included in the total of £300 million for the Polaris programme.

H.M.S. MAIDSTONE

The Third Submarine Squadron, a force of modern conventional submarines, is based on H.M.S. Maidstone, at Faslane. H.M.S. Dreadnought, Britain's first nuclear submarine, has just joined the squadron, and H.M.S. Maidstone, after a modernisation and conversion programme which lasted about three and a half years in Portsmouth dockyard and took up her duties in the Gare Loch a year ago, is able to act as a nuclear submarine support ship in

(Continued on page 7, column 3)

MANXMAN FOR THE FAR EAST



H.M.S. Manxman (Lieut.-Cdr. A. L. Cawson, R.N.), built between March, 1930, and June, 1941, as a fast minelayer, commissioned last February at Chatham as a forward support ship for coastal minesweepers. Converted at a cost of £1,000,000, Manxman will be able to act as "mothership" to a squadron of minesweepers and, with her enlarged capacity for storing food and supplies, and her ability to transfer these while under way, her squadron will be able to remain at sea independent of base assistance for considerable periods.

Search goes on for U.S. Submarine

THE United States Navy authorities are still searching anxiously for clues which may lead them to the cause of the sinking of the U.S. nuclear submarine Thresher, which disappeared on April 10 with the loss of 129 crew and technicians.

The deep-diving bathyscaphe Trieste was brought from the west coast to help in the search. She is the only vessel capable of going down the mile and a half to where the Thresher lies some 200 miles off Boston. Once the position of the Thresher has been definitely located, the Trieste may be the only way to find out what caused this tragedy.

Trieste, however, can only be used once the wreck has been found. Search vessels continue to probe the possible areas—television cameras being lowered the 8,000 feet—and directly the sunken submarine is found, Trieste will be sent down to film her.

Dreadnought 'working-up'

H.M.S. Dreadnought, having completed her trials, commissioned at Barrow on April 17 and arrived at Faslane, in the Gareloch, on April 24 for the start of her work-up.

Although she is joining the 3rd Submarine Squadron, based at Faslane, the new submarine is unlikely to take part in the squadron's normal activities. Her captain, Cdr. B. F. P. Samborne, R.N., said: "During the next two years we are going to have a pretty full programme. There will be a certain number of visits—showing the flag—but no 'round the world' trips are planned."

VISITORS WELCOME

THE Royal Navy will be hosts to the public on the following dates this year—

NAVY DAYS

Portland—Whitsun Bank Holiday, June 1, 2 and 3.
 Devonport—August Bank Holiday, August 3, 4 and 5.
 Portsmouth—as for Devonport.

NAVAL AIR DAYS

Yeovilton, June 29.
 Arbroath, July 6.
 Lossiemouth, July 14.
 Brawdy, July 20.
 Culdroe, July 27.
 Lee on Solent, August 10.

No Navy Days for Rosyth

THERE will be no Navy Days at Rosyth Dockyard this year. This was announced on April 2 at the office of the Flag Officer Scotland and Northern Ireland, Maritime Headquarters, Pitreavie. A spokesman said: "The decision has been reached regretfully. It is not possible, without upsetting important operational and exercise programmes, to make available at the appropriate times sufficient ships to interest and accommodate the number of visitors expected."

The naval authorities have stressed that this decision should in no way be regarded as heralding the end of Navy Days at Rosyth. It is purely a matter of being unable to get the necessary ships this year.

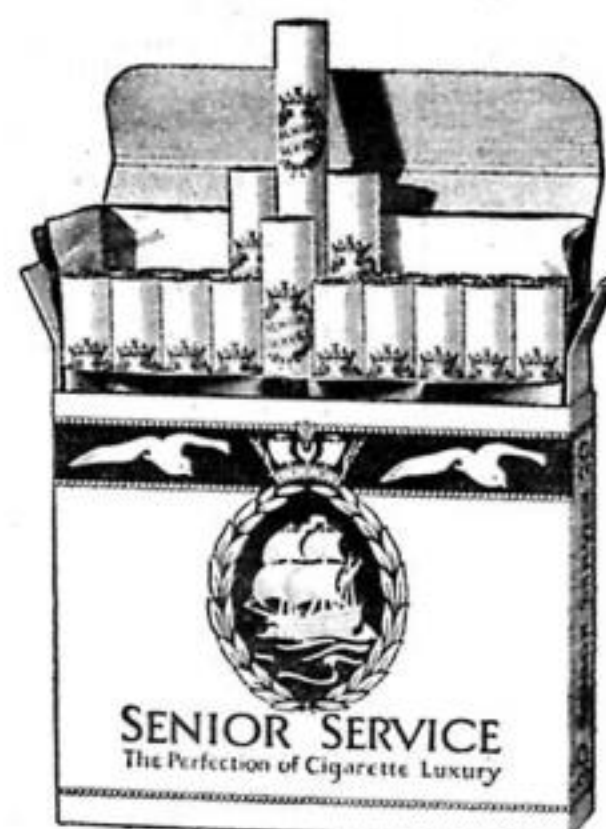
Last year some 22,000 people from all over Scotland arrived by car, bus and special train to visit the dockyard. The proceeds from Navy Days go to naval charities.

V.I.P. Transport to Faslane



The mode of travel for V.I.P.s to and from Faslane. H.M.S. Maidstone is the ship in the background

BRITAIN'S OUTSTANDING CIGARETTE



Navy News

Editor
Lieut. (S) H. R. Berridge, R.N. (Retd.)
Royal Naval Barracks, Portsmouth
Tel. 2 Portsmouth 22351 (Ext. 72194)

EDITORIAL

IN the Navy Estimates (1963-64) the Royal Navy is shown to have a total of 26 coastal craft, consisting of two fast patrol boats, Brave Borderer and Brave Swordsman, and one seaward patrol craft engaged on "Trials and Training," and 16 seaward patrol craft and seven fast patrol boats "In Reserve etc." Most of these craft are five years or more old.

The value of these craft in the last war is so obvious that it seems high time that "The Little Ship Navy" was resurrected. If we are ever again to fight a war with "conventional" weapons a large number of these ships will be required in a hurry and will need large numbers of men to be trained to use them. So long as ships of other types are being built it would seem that the small craft are also needed, the more so, in fact, in view of the great increase in the naval and merchant fleets of potential enemies.

It may be argued that the cost in relation to the life of these vessels is very high, that they are expensive to maintain and to run, but the training value, as well as the punch they could provide for commando-type raids, attacks on coastal and other shipping, and so on, must surely make them a worth-while investment.

It may also be argued that their endurance and, being small, the inability to use them in rough seas, make them a doubtful asset, but on this score a look at the record of these ships in two wars shows these arguments to be invalid.

We have some very fine, powerful ships in the Royal Navy, but we could do with many more ships. The present-day destroyers and frigates certainly have the fire power, etc., of several First World War and Second World War ships, but are not too many eggs being put into one basket? Our ships are spread very thinly over the oceans of the world—could not squadrons of fast patrol boats, such as the "Braves" help to redress this state of affairs?

As stated in last month's issue of "Navy News" it has been found necessary to increase the price of the paper to 6d. per copy. This is a regrettable necessity, but the increase in price will enable the paper to maintain the standard and size and, on occasions, produce special extra features.

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New Admiralty scheme for Electrical Officers

COMPLEXITY OF WARSHIP EQUIPMENT POSES PROBLEMS

THE growing complexity of new warships coming into service and planned for the Royal Navy in the future means that more Electrical Officers are needed. As a result, new entry regulations for electrical and electronic specialists are being introduced for qualified men between 21 and 39 years of age. Officer entrants will be given seniority "credits" on entry based on their previous experience in outside industry and additional seniority for their academic qualifications.

As an example, a man who qualifies for no "credits" will enter as a Sub-Lieutenant and will remain so for 18 months. An officer who qualifies on entry for the maximum eight years' "credits" will come into the Navy as a Lieutenant with six and a half years' seniority.

COSTLY EQUIPMENT

In many new ships now coming into service, electrical and electronic equipment installed may well account for up to 50 per cent. of the total cost of the warship, and this increasing proportion of complex equipment is reflected in the numbers of Electrical Officers carried. Older ships like the "Daring" and "Battle" class destroyers (carrying one or two Electrical Officers) are being replaced by the guided-missile destroyers with anything between six and eight Electrical Officers embarked.

Under the new entry scheme for the Electrical Specialisation, candidates will be accepted into the Navy

between 21 and 39 years of age provided they have one of three basic qualifications: (1) A degree or degree equivalent in electrical engineering—or in science with suitable engineering subjects; (2) Graduate membership of the Institution of Electrical Engineers or of the British Institution of Radio Engineers; or (3) Possession of a Higher National Diploma or equivalent in electrical subjects.

FLEXIBILITY OF CAREER

There will be a great flexibility of career offered. Successful candidates will be able to choose between a short-service (five-year) commission or a 16-year pensionable commission. Those who enter initially for five years will be given the opportunity of extending their service to 10 years or of converting to the 16-year pensionable scheme. There will be further opportunities for officers to transfer to permanent careers on the Navy's Supplementary List or for the best qualified—on to the General List. There will be tax-

free gratuities at the rate of £155 for each year served on a short-service commission, and for those qualifying for the minimum pensionable service there is a yearly pension (at current rates) of £545 with a terminal grant of three times that amount. An Electrical Officer could qualify for this pension by the time he was 38, and his maximum retiring age will be 50 as a Lieutenant-Commander and 53 as a Commander.

For the first time, Electrical Officer entries under this scheme will be given up to a year's seniority credit for academic qualifications, and up to seven years' seniority for previous suitable experience in electrical work gained since the age of 21.

These officers will serve ashore or afloat, either on ship-borne or air-borne equipment. This will involve them in major repair, maintenance, development, trials and design work.

PROMOTION

Before joining the Fleet they will do up to a year's training at Naval Electrical Schools. Lieutenants will be eligible for promotion to Lieutenant-Commander on gaining eight to 12 years' seniority (for which the new "credit" system of outside experience will count). Further promotion will be by selection.

In other respects Electrical Officers have the same advantages of pay and marriage allowances enjoyed by the General List Officers.

In Memoriam

Raymond William Winterlood, Marine 1st Class, R.M. 20126, H.M.S. Whirlwind. Died March 9, 1963.

Peter Kitchner Scott, Ordinary Seaman, P/056181, H.M.S. Cochran. Died March 16, 1963.

David Clarke Fairweather Garland, Sick-Berth Petty Officer, P/MX 916536, H.M.S. Condor. Died March 20, 1963.

Malcolm Crossland, Marine, R.M. 17745, 45 Commando, Royal Marines. Died March 20, 1963.

Paul Charles Tombs, Engineering Mechanic 2nd Class, D/064170, H.M.S. Goldcrest. Died March 23, 1963.

Dennis Beckett Stokoe, Chief Electrician (A.), L/FX 834272, H.M.S. Ariel. Died April 4, 1963.

Gerald Leslie Hannaford, Chief Radio Electrician (A.), L/FX 834272, H.M.S. Ariel. Died April 7, 1963.

Acting Sub/Lieut. Tudor Davies, Royal Navy, H.M.S. Seahawk.

H.M.S. Alderney, which has been serving with the 6th Submarine Squadron, based at Halifax, Nova Scotia, for the past 18 months, returned to H.M.S. Dolphin on April 21.

DRAFTING FORECAST—YOUR NEXT SHIP

Notes (i) The term U.K. Base Port means the port at which a ship may normally be expected to give leave and refit. Portsmouth (C) indicates ships administered by Portsmouth but which will normally refit and/or give leave at Chatham.

(ii) As ratings are normally detailed for overseas service about four months ahead of commissioning date, and for home service about two months ahead of commissioning date, this should be borne in mind when preferring requests to volunteer to serve in a particular ship.

(iii) It is emphasised that the dates and particulars given below are forecasts only and may have to be changed—perhaps at short notice.

(iv) Ships in which Locally Entered Cooks (S), Cooks (O) or Stewards are to be borne in lieu of U.K. ratings are to be indicated as follows: (A)—All Cooks (S), Cooks (O) and Stewards; (B)—Cooks (S), other than one P.O. Cook (S) all Cooks (O) and all Stewards; (C)—Cooks (O) and Stewards only; (D)—Cooks (S) only; (E)—Leading Cook (S) and Stewards only; (F)—Cooks (S) and Stewards only.

SUBMARINE COMMAND

H.M.S. Cachalot, May 17, completes working-up in the Clyde area and joins the 2nd Submarine Squadron, Plymouth.

H.M.S. Aurochs, May 23, completes working-up in the Clyde area and joins the 1st Submarine Squadron, Portsmouth.

H.M.S. Alliance, May 28, sails for 7th Submarine Division, at Singapore, via the Cape.

H.M.S. Alcide, completes refit at Rosyth late September. To join 6th Submarine Division.

GENERAL

H.M.S. Gurkha (G.P. Frigate), May 6, Change classification of service, 9th Frigate Squadron, General Service Commission, Middle East/Home, U.K. Base Port, Rosyth (B).

H.M.S. Eskimo (G.P. Frigate), May 6, Change classification of service, 9th Frigate Squadron General Service Commission, Middle East/Home, U.K. Base Port, Portsmouth (B).

H.M.S. Tartar (G.P. Frigate), May 6, Change classification of service, General Service Commission, Home/W. Indies, U.K. Base Port, Devonport.

No. 847 Squadron, May 7, at R.N. Air Station, Culdrose, for Home Sea Service, Commando Squadron, Whirlwind.

H.M.S. Puma (A/A Frigate), May, Portsmouth, L.R.P. complement.

H.M.S. Leander (A/S Frigate), May, Change classification of service, 21st Escort Squadron, General Service Commission, Home/Med. U.K. Base Port, Portsmouth (C).

H.M.S. Redoubt (L.C.T.), May 31, at Bahrain, for Foreign Service (Middle East), Amphibious Warfare Squadron (F).

L.C.N. 603, June 1, at Bahrain, for Foreign Service (Middle East), Amphibious Warfare Squadron.

No. 700 Flight, June 4, at R.N. Air Station, Culdrose, L.F.T.V. Wasp.

H.M.S. Centaur (carrier), June 5 (tentative date), at Portsmouth. To count as Port Service until operational date. General Service Commission, East of Suez/Home, U.K. Base Port, Portsmouth.

H.M.S. Messina (L.S.T.) and No. 5 Assault Sq., June 7, at Bahrain, for Foreign Service (Middle East), Amphibious Warfare Squadron (B).

H.M.S. Victorious (Carrier), June 12, at Portsmouth, for General Service Commission East of Suez/Home, U.K. Base Port, Portsmouth.

H.M.S. Lynx (A/A Frigate), June 13 at Chatham, General Service Commission, Home/South Atlantic and South America, 7th Frigate Squadron, U.K. Base Port, Portsmouth.

H.M.S. Dalrymple (Surveying Ship), June 18, at Devonport, for Home Sea Service, U.K. Base Port, Devonport.

H.M.S. Berry Head (Escort Maintenance Ship), June 25, at Chatham, for trials.

H.M.S. Keppel (A/S Frigate), June, Transfer to Fishery Protection Squadron, U.K. Base Port, Rosyth, Home Sea Service.

H.M.S. Meon (L.S.H.), July 26, at Bahrain, for Foreign Service (Middle East), Amphibious Warfare Squadron (B).

No. 759 Squadron, July 26, at R.N. Air Station, Brawdy, Pilot Training, Hunters.

H.M.S. Cavalier (Destroyer), end July, at Chatham, C. & M. party.

H.M.S. Kent (G.M. Destroyer), July 30 (tentative date), at Belfast, for Home Sea Service, General Service Commission, October, 1963 (tentative date), Home/East of Suez, U.K. Base Port, Portsmouth (C).

H.M.S. Blackpool (A/S Frigate), August, at Chatham L.R.P. complement.

No. 829 Kent Flight, mid-August, at R.N. Air Station, Culdrose, for Home Sea Service, General Service Commission, October, 1963. For H.M.S. Kent, Wessex.

H.M.S. Ulster (A/S Frigate), September, at Devonport, C. & M. party.

H.M.S. Relentless (A/S Frigate), September 5, at Rosyth, for trials, Commission March, 1964, for Foreign Service (Far East) from date of sailing, 3rd Frigate Squadron, Transfers to 26th E.S., December, 1964 (A).

H.M.S. Vidal (Surveying Ship), September 5, at Chatham, for General Service Commission West Indies, U.K. Base Port, Portsmouth (C).

H.M.S. Loch Alvie (A/S Frigate), September 6, at Singapore, for Foreign Service (Far East), 3rd Frigate Squadron (A).

H.M.S. Appleton, H.M.S. Floetton (C.M.S.), September 9, at Bahrain, for Foreign Service (Middle East), 9th M/S Squadron (E).

H.M.S. Dido (A/S Frigate), September 17, at Glasgow, for Home Sea Service, General Service Commission, November, East of Suez/Home (14 months), 22nd E.S. U.K. Base Port, Portsmouth (C).

H.M.S. Chilcompton (C.M.S.), September 23, at Aden, for Foreign Service (Middle East), 9th M/S Squadron (E).

H.M.S. Hampshire (G.M. Destroyer), September, Change classification of service, General Service Commission, Home/East of Suez, U.K. Base Port, Portsmouth.

No. 829 Hampshire Flight, September, Change classification of service, General Service Commission, November, East of Suez/Home (14 months), 22nd E.S. U.K. Base Port, Portsmouth (C).

No. 829 H.Q. Squadron, October 1, at R.N. Air Station, Culdrose, Home Sea Service, Wasp.

H.M.S. Kemerton (C.M.S.), October 1, Bahrain, for Foreign Service (Middle East), 9th M/S Squadron (E).

H.M.S. Cassandra (Destroyer), October 17, at Portsmouth, for General Service Commission, Home/Med. 21st E.S. U.K. Base Port, Portsmouth.

H.M.S. Parapet (L.C.T.), October 18, at Bahrain, for Foreign Service (Middle East), Amphibious Warfare Squadron (F).

H.M.S. Barossa (A/D Conversion), October 25, at Singapore, for Foreign Service (Far East), 24th E.S. (A).

H.M.S. Penelope (A/S Frigate), October (may be delayed) at Newcastle for Home Sea Service, 20th Frigate Squadron, U.K. Base Port, Devonport.

H.M.S. London (G.M. Destroyer), October 22, at Wallsend-on-Tyne, for Home Sea Service, General Service Commission January, 1964 (may be delayed), Home/East of Suez, U.K. Base Port, Portsmouth.

H.M.S. Mohawk (G.P. Frigate), November 13 (tentative date), at Barrow, for Home Sea Service, General Service Commission January, 1964 (tentative date), Home/Middle East, 9th Frigate Squadron, U.K. Base Port, Portsmouth (C).

No. 829 London Flight, mid-November (tentative date), at R.N. Air Station, Culdrose, for Home Sea Service, General Service Commission January, 1964. H.M.S. London, Wessex.

H.M.S. Ajax (A/S Frigate), November 19, at Birkenhead, for Home Sea Service, Foreign Service from date of sailing—May, 1964 (tentative date), Far East, 24th E.S. (A).

H.M.S. Loch Fada (A/S Frigate), November, at Singapore, for Foreign Service (Far East), 3rd Frigate Squadron (A).

H.M.S. Defender (Destroyer), November, at Chatham, for trials. (To Reserve on completion of long refit.)

H.M.S. Kirkliston (C.M.S.), November, at Portsmouth, for Home Sea Service, 1st M/S Squadron vice Bronington, U.K. Base Port, Rosyth.

H.M.S. Caprice (Destroyer), November at Rosyth, L.R.P. complement.

H.M.S. Bulwark (Commando Ship), December 3, at Devonport, for Home Sea Service, Commissions for (Far East).

H.M.S. Eastbourne (A/S Frigate), December 3, at Rosyth, for trials, Commissions for Home Sea Service, March 17, 1964, 17th Frigate Squadron, U.K. Base Port, Devonport.

H.M.S. Zulu (G.P. Frigate), December (may be delayed), at Glasgow, for Home Sea Service Commissions for General Service Commission, February, 1964 (may be delayed), Middle East/Home, 9th Frigate Squadron, U.K. Base Port, Rosyth.

H.M.S. Cook (Surveying Ship), December (under consideration), Place of commissioning under consideration, For Foreign Service (Far East Pacific) (A).

H.M.S. Eagle (Carrier), early January, at Devonport, for trials, General Service Commission, Home/East of Suez, early June, 1964, U.K. Base Port, Devonport.

(Continued on page 5, column 1)

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PALM TREE PALAVAR

A PALM tree was the link which joined the U.S.S. Evans (Cdr. John Shanahan, U.S.N.) and 846 Naval Air Squadron (Lieut.-Cdr. David Burke, R.N.)

U.S.S. Evans was acting as station ship in Hong Kong at the same time as 846 Squadron, embarked in H.M.S. Albion (Capt. C. D. Madden, M.V.O., D.S.C., R.N.), was enjoying a period of rest and recuperation there.

Cdr. Shanahan and Lieut.-Cdr. Burke met one evening and during conversation discovered that the ship and the squadron had a common emblem. At some time when the U.S.S. Evans was in Japan she had "acquired" a baby palm tree about 5 feet tall, and since then she has been known as the "palm tree" ship. The squadron, which spends much of its time deployed ashore, adopted a palm tree as its emblem and this appears on the tail-cones of their helicopters and on the pilots' helmets.

PALM TREE AVIATORS

As a result, the gig of the U.S.S. Evans came alongside the jetty where H.M.S. Albion was lying recently and Cdr. Shanahan formally presented the palm tree to Lieut.-Cdr. Burke. In return, the squadron welcomed Cdr. Shanahan, Lieut. "Hap" Ayers (Exec.), and "the committee" of Lieut. "Gerry" Gershaw, Lieut. "Jim" Doughen, and Ensign "Brod" Conklin as honorary members of the Noble Order of Palm Tree Aviators and hung about their necks the palm tree insignia of the Order.

The officers of the U.S.S. Evans then had lunch on board H.M.S. Albion and in the evening the squadron officers were entertained by the ship in the American Club.

The palm tree from U.S.S. Evans about to be "piped on board" H.M.S. Albion.

Caledonia claims a record

CAPTAIN D. N. CALLAGHAN, R.N., estimates that "inmates" of H.M.S. Caledonia must have walked some 13,000 miles in recent weeks, taking up President Kennedy's 50-mile walk challenge. On Wednesday, April 10, 300 artificer apprentices took up the challenge and H.M.S. Caledonia is claiming a world record for the first man home, 17-year-old Ivor Milne, who covered the distance in 7 hrs. 7 min.

The second best time was by J. Stokes, who took 8 hrs. 28 min. Third was apprentice J. Shirliff in 8 hrs. 44 min.

Several officers took part in the walk, including the Medical Officer, Surg.-Cdr. J. Dow (53), who covered the distance in 13 hrs. 44 min. The executive officer, Cdr. T. Hay (45) took 12 hrs. 46 min. The walk started at 7.15 a.m. and those who had not returned within 16 hours were brought home in a bus which followed the walkers.

At the prize-giving on Easter Monday cups were awarded to the divisions who scored most points in the walk and in the wardroom, after the official ceremony, Cdr. Dow was presented with a "silver" boot, as the oldest man to complete the course.

Mrs. D. B. Lang, wife of Major-General D. B. Lang, who had presented the prizes, made a brief speech in the wardroom. She is an American and in a broad accent she told the officers: "I just want to apologise for my President's ever having mentioned a 50-mile walk."

SHIPS OF THE ROYAL NAVY

H.M.S. Virago

No. 90



LOCH FYNE VISITS KURIA MURIA ISLANDS

H.M.S. LOCH FYNE (Cdr. P. R. D. Kimm, R.N.) on passage from Bombay to Mombasa recently, called at the little-known Kuria Muria Islands, a British possession since 1854, when they were ceded to Queen Victoria by the Sultan of Muscat.

The four mountainous islands, only one of which is inhabited, lie some 20 miles off the south-east coast of Muscat, at the bottom of the Arabian Peninsula. The object of the ship's visit was to investigate the condition of the inhabitants, to provide them with a certain quantity of stores and provisions to supplement their normal diet of fish, and to render what medical aid might be required.

After Loch Fyne had anchored, a boat took the Captain with the First Lieutenant (Lieut.-Cdr. L. Sloane, R.N., of Plymouth) the Medical Officer (Surg.-Lieut. M. Bailey, R.N., of Porchester) and two Stores Ratings (S.P.O. (S) T. Hogan, of Plymouth, and S.P.O. (V) J. Cuddy, of Wimbome) ashore to see what help was needed. The party was accompanied by Major R. Candlish, late of the Grenadier Guards, and Arab-speaking officer on the staff of the Senior Naval Officer, Persian Gulf.

LIVING AS FOREFATHERS DID

The headman, with a party of islanders, met the boat as it arrived at the beach and a heated discussion on stores requirements took place. While the First Lieutenant and the stores ratings returned to the ship for the provisions, the rest of the party accompanied the headman to a small, very primitive collection of rock-built huts, where the 88 inhabitants of the island live exactly as their forefathers have done for thousands of years. After the doctor had done his rounds, the party returned to the beach, and joined other members of the ship's company in a most enjoyable banyan party.

The ship sailed that evening, to the regret of all on board, who had decided it was the best picnic spot in the Middle East.

SHIPS OF THE ROYAL NAVY

POSTCARD photographs of the following H.M. Ships may be obtained from the Editor, "Navy News," R.N. Barracks, Portsmouth, price 6d. each, which includes postage.

Theseus, Bulwark, Ocean, Eagle, Centaur, Glasgow, Kenya, Newcastle, Albion, Ark Royal, Loch Killisport, Diana, Taciturn Daring, Chevron, Zest, Vanguard, Murray, Cumberland, Scorpion, Liverpool, Apollo, Lynx, Salisbury, Sheffield, Girdle Ness, Maidstone, Newfoundland, Warrior, Britannia, Bermuda, Victorious, Corunna, Alamein, Vigo, Tyne, Jutland, Talent, Palliser, Explorer, Porpoise, Redpole, Gambia, Tiger, Russell, Dainty, Protector, Undine, Defender, Dartington, Carron, Whitby, Eastborne, Torquay, Mounts Bay, Belfast, Hermes, Armada, Yarmouth, Lion, Hartland Point, Leopard, Token, Chichester, Echo, Loch Fada, Tenby, Puma, Blake, Excalibur, Troubridge, Rhyl, Camperdown, Oberon, Cachet, Blackpool, Berwick, Diamond, Acheron, Layburn, Scarborough, Sea Lion, Falmouth, Ashanti, Broadsword, R.F.A. Tidesurge, Striker, Plymouth and Barrosa.

BUILT as a "Y" class intermediate destroyer, H.M.S. Virago was built by Swan, Hunter and Wigham Richardson, Ltd., first commissioning on October 25, 1943, but between 1950 and 1952 was converted at Chatham into a fast A./S. frigate of 2,100 tons with two 4-inch guns and two 40-m.m. Bofors A.A. guns.

The ship's A./S. weapons are two Squid triple-barrelled depth-charge mortars. Her length is 363 ft. with a beam of 35 ft. Complement is about 200 officers and men.

H.M.S. Virago joined the Home Fleet on first commissioning to cover the passage of Russian convoys and contributed a torpedo attack on the Scharnhorst which led to the sinking of the German ship in December, 1943. She was involved in the Tirpitz operations and support action on D-Day, 1944. Service in the East Indies involving action against Japanese convoys, carrier forces and shore bom-

bardments followed. She assisted in the sinking of the Japanese cruiser Haguro.

After conversion H.M.S. Virago served in the Home Fleet from 1953 to 1955, when she was placed in reserve. In the autumn of 1961 she was recommissioned as leader of the Second Division of the 17th (Dartmouth) Frigate Squadron. She provides afloat training for men under training in H.M.S. Raleigh and also provides commanding officers designate with ship-handling experience.

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EASTER WEDDINGS



When H.M.S. Corunna arrived in Aden recently, six happy ratings disembarked to prepare for their longest commission—marriage. The lucky six, seen leaving the destroyer at Aden, were granted a fortnight's leave and flew home to the United Kingdom from Malta, at their own expense, on April 11. They were to be married on April 13. The ratings are A.B. David Claxton (of Spalding); A.B. Jim Johnston (of St. Ninians, Stirlingshire); A.B. John Patching (of Sutton Coldfield); L.S. Tony Spashett (of Eastbourne); L.Elec. Mech. David Page (of Plymouth); and M.E.I. Mick Rooney (of Farnborough, Hants.). In the picture they are, reading from bottom to top: Claxton, Johnston, Patching, Spashett. Top left is Rooney. Top right is Page.

Scott aids trawler

WHEN H.M.S. Scott, the Royal Navy surveying ship, was returning from survey work in Northern Ireland to Campbeltown, she was diverted by instructions from Naval headquarters in Scotland, to go to the aid of the French fishing trawler Gaspar, which had broken down 20 miles north-west of the Isle of Man.

The Flag Officer Air (Home) takes the salute at the Home Air Command Gun Crew's public run at Lee-on-Solent on May 24.

BODY RECOVERED FROM SEA

A BODY, believed to be that of Sub-Lieut. Tudor Davies, R.N., who had been missing from H.M.S. Cudrose since March 18, was recovered from the sea by a helicopter operating from R.N. Air Station, Cudrose.

Formal identification would have to await an inquest.

The U.S. nuclear submarine Sea Wolf is at present in H.M. Dockyard, Portsmouth, on a week's visit.

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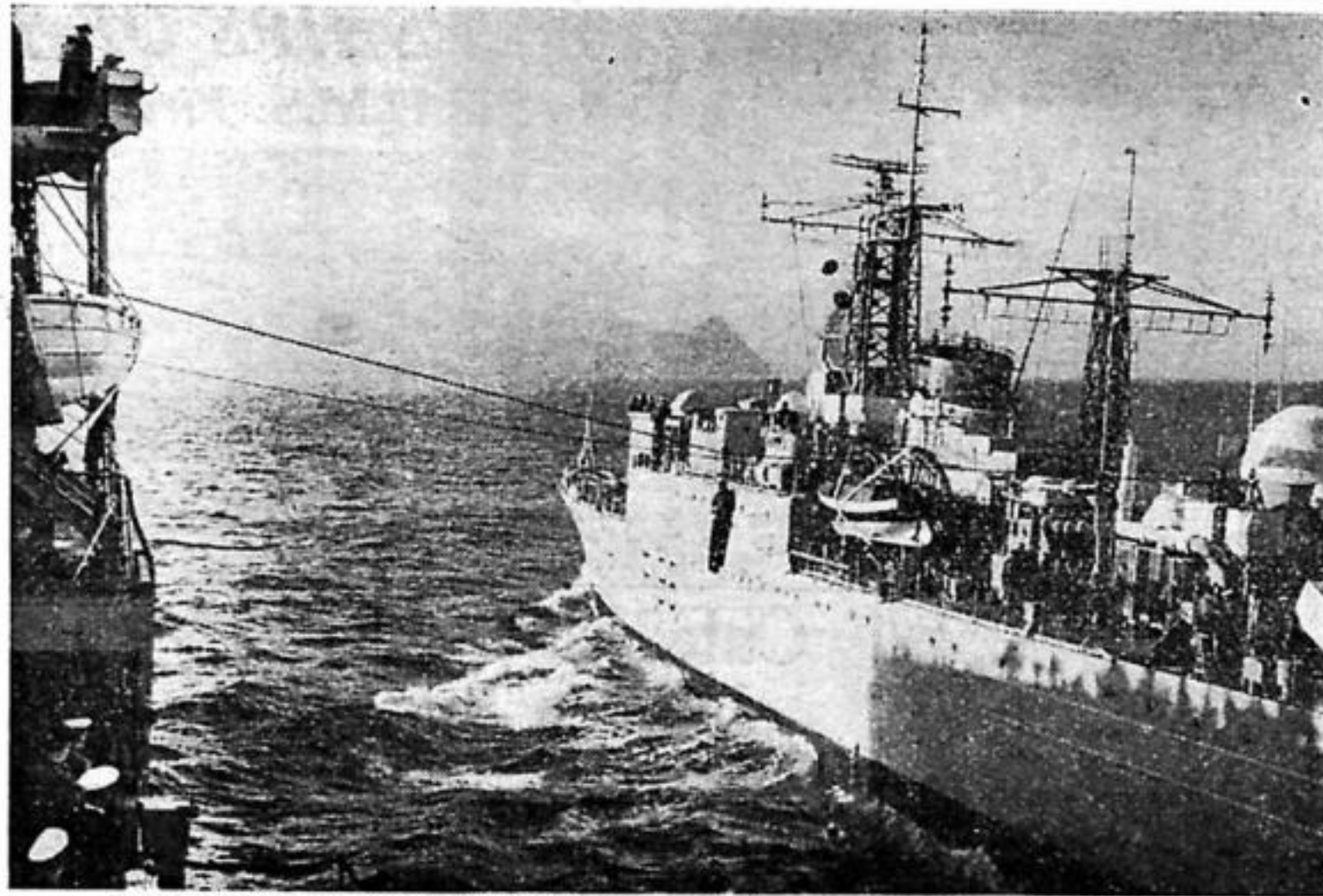
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Jackstay transfer of A. Taylor, of the C.C.F. Gordonstoun from H.M.S. Urchin to H.M.S. Maidstone

A DAY WITH THE ROYAL NAVY WAS THEIR PRIZE

"A DAY WITH THE ROYAL NAVY" was the prize for 18 schoolboys who had won the Geographical Competition organised by the Royal Navy at the Schoolboys and Schoolgirls' Exhibition, held in January at the Kelvin Hall, Glasgow. The day was spent at Faslane, with H.M.S. Maidstone as the base.

The boys were given a "V.I.P." day and, after coffee on arrival, followed by a short talk, they had a good look around H.M.S. Maidstone, the Admiralty floating dock and had a trip in a motor-boat.

After lunch the boys toured H.M. Submarine Walrus. Then came tea, when a specially made iced cake recording the winning of their prize, was demolished in an unbelievably short time.

The day finished with a lecture and films about the nuclear submarine, H.M.S. Dreadnought, and the Polaris programme.

C.C.F. CADETS ON BOARD

Nine Combined Cadet Force cadets from Gordonstoun School recently spent a week in H.M.S. Maidstone. The boys went to sea in the Clyde during the submarine commanding officers' qualifying examination, during which Maidstone was hit by three torpedoes from one salvo.

During the week on board the boys, who were impressed with everything they saw, had opportunities of making jackstay transfers to and from the accompanying frigate, H.M.S. Urchin.

FALKLAND WEDDING



Nearly half of the ship's company of 240 in H.M.S. Protector, the Royal Navy's ice patrol ship, are volunteers who requested to rejoin the ship for her present commission among the icebergs and penguins of the Falkland Island Dependencies. Keenest of all to go back



Ship't Lieut. W. L. C. Isaac, A.M.R.I.N.A., R.N., showing the prize-winners around Admiralty Floating Dock 58.



A Dartmouth Cadet making a jackstay transfer as little as you like, but do it regularly. H.M.S. Urchin.

H.M.S. AMETHYST

SIR—I am very interested in the exploits of H.M.S. Amethyst in the River Tangze in 1949.

I would like to collect photographs and newspaper cuttings concerning this period and I was wondering whether or not any reader could help me.—Yours, etc., D. S. GARDINER, 14A Edgumbe Street, Stonehouse, Plymouth.

No. 800 Naval Air Squadron embarks in H.M.S. Ark Royal in the Mediterranean on May 4, flying direct from R.N. Air Station, Lossiemouth, flight re-fuelling en route from Bomber Command (Valiant) Tankers.

What could be simpler? Saving a good habit. Save as much as little as you like, but do it regularly.

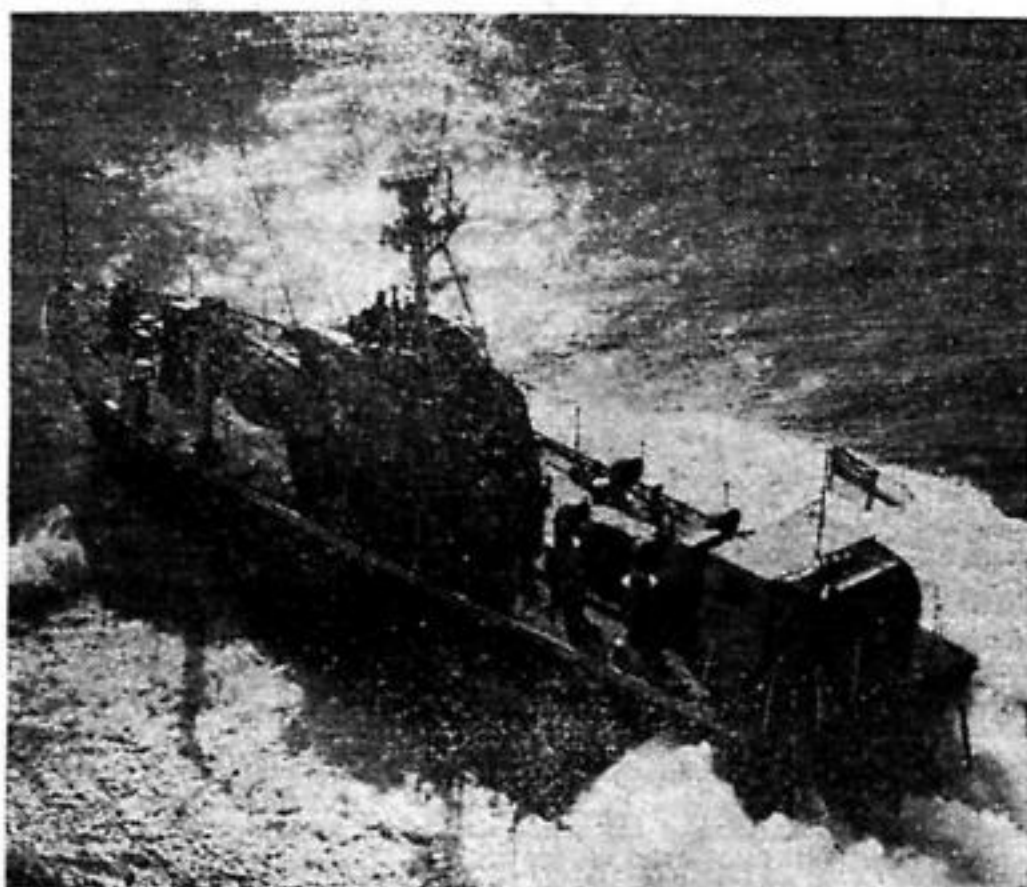
Keep your money in the Savings Bank as long as you possibly can. You will find that it soon mounts up and collects interest—ready to help start you up in the trade you are now learning in the Service, or for furnishing your home when you get married.

All the details of the scheme are in the leaflets illustrated here. Write to me personally, and I will send you a copy of the one that applies to your Service:

Air Chief Marshal Sir Hugh W. L. Saunders,
G.C.B., K.B.E., M.C., D.F.C., M.M.,
Chairman, H.M. Forces Savings Committee,
1, Princes Gate, London, S.W.7

Issued by H.M. Forces Savings Committee

A fast target-towing boat



H.M.S. Gay Charger (seen above), H.M.S. Gay Charioteer and H.M.S. Gay Fencer are survivors of a class of 12 short motor torpedo boats. Their designed speed was 33 knots and upwards. They are now used at Devonport as target-towing boats. This picture will no doubt recall the "Small Ship Navy" which did such fine work during the last war.

DRAFTING FORECAST (cont'd)

(Continued from page 2, column 5)

H.M.S. Grafton (A/S Frigate), January 7, at Portsmouth, for trials. Commissions for Home Sea Service, March 3. 20th Frigate Squadron, U.K. Base Port, Portsmouth (C).
H.M.S. Striker (L.S.T.) and No. 3 Assault Sq., January 14, at Bahrain, for Foreign Service (Middle East). Amphibious Warfare Squadron (B).
H.M.S. Cavalier (Destroyer), January 16, at Chatham. Increase from C. & M. party to L.R.P. complement.
H.M.S. Brighton (A/S Frigate), January, at Portsmouth. General Service Commission, East of Suez/Home. 25th Escort Squadron, U.K. Base Port, Portsmouth.
H.M.S. Cavendish (Destroyer), January, at Rosyth, for General Service Commission, East of Suez/Home. 25th Escort Squadron, U.K. Base Port, Rosyth.
H.M.S. Falmouth (A/S Frigate), January, at Devonport, for General Service Commission, East of Suez/Home. 25th Escort Squadron, U.K. Base Port, Devonport.
H.M.S. Aisne (A/D Conversion), January, at Portsmouth, for General Service Commission, East of Suez/Home. 25th Escort Squadron, U.K. Base Port, Portsmouth.
H.M.S. Corunna (A/D Conversion), January, at Rosyth, for General Service Commission, Med./Home. 21st Escort Squadron, U.K. Base Port, Rosyth.
H.M.S. Palliser (A/S Frigate), January, at Rosyth. L.R.P. complement.
H.M.S. Aurora (A/S Frigate), January, at Clydebank, for Home Sea Service. 2nd Frigate Squadron, U.K. Base Port, Portsmouth (C).
H.M.S. Ulster (A/S Frigate), January, at Devonport. Increase from C. & M. party to L.R.P. complement.
H.M.S. Scarborough (A/S Frigate), February 13, at Portsmouth, for trials. Home Sea Service Commission, April 21, 1964. 17th Frigate Squadron, U.K. Base Port, Devonport.
H.M.S. Dainty (Destroyer), February 27, at Portsmouth, for trials. (To Reserve on completion of long refit.)

H.M.S. Whirlwind (A/S Frigate), February, at Chatham, for General Service Commission, W. Indies/Home. 8th Frigate Squadron, U.K. Base Port, Portsmouth (C).
H.M.S. Carysfort (Destroyer), February, at Gibraltar, for trials. Foreign Service Commission (Far East), early May, 1964. 24th Escort Squadron (A).
H.M.S. Ashanti (G.P. Frigate), February, at Devonport. General Service Commission, Home/Middle East. 9th Frigate Squadron, U.K. Base Port, Devonport (B).
No. 820 Squadron, March 3, at R.N. Air Station, Culdrose. General Service Commission, For H.M.S. Ark Royal, Wessex.
H.M.S. Bastion (L.C.T.), March 5, at Bahrain, for Foreign Service (Middle East). Amphibious Warfare Squadron (F).
H.M.S. Rothesay (A/S Frigate), March 26, at Portsmouth. General Service Commission, West Indies/Home. 8th Frigate Squadron, U.K. Base Port, Portsmouth.
H.M.S. Chichester (A/D Frigate), March 26, at Chatham for trials. General Service Commission, Med./Home. June, 1964. 27th Escort Squadron, U.K. Base Port, Portsmouth (C). (A).
H.M.S. Caesar (Destroyer), March, at Devonport. General Service Commission, Home/Med. 27th Escort Squadron, U.K. Base Port, Devonport (A).
H.M.S. Lincoln (A/D Frigate), March, at Singapore, for Foreign Service (Far East). 24th Escort Squadron (A).
H.M.S. Galatea (A/S Frigate), March, at Wallsend-on-Tyne, for Home Sea Service. 3rd Frigate Squadron, transfer to 26th Escort Squadron, December, 1964. Foreign Service, September, 1964 (date of sailing). Far East (tentative date) (A).

The Flag Officer, Air (Home), Vice-Admiral Sir John Hamilton, K.B.E., C.B., presents prizes to apprentices at R.N. Aircraft Yard, Fleetlands, on May 22.



Protector relaxes

WHEN the arduous task among the icebergs of the largely unknown continent of Antarctica allows, the officers and men of H.M.S. Protector (the Royal Navy's Ice Patrol Ship) find relaxation in various forms of improvised sport on the frozen seas.

In the picture above, with Protector providing the backcloth, secured to the permanent ice shelf which stretches from shore to shore at the head of the Laubeuf Fiord, Adelaide Island, a football game is in progress and a keen golfer, C.P.O. Spencer Dunn, of Whitechurch, Hants, gets in some stroke practice—with a black ball.

The ship's echo sounder, incidentally, recorded that the depth of water beneath their "ice stadium" was 1,400 feet.

In the picture on the right H.M.S. Protector is being brought alongside the ice shelf and in the foreground is the harbour-master—Mr. Penguin. With his back to the ship he may have been expressing his disgust at the intrusion—or, maybe, he was "camera-conscious" and wished to show off his stiff shirt.

H.M.S. Protector is expected back in the United Kingdom about May 15.



How can I save?

Of course I try to. But my pay's not enough to save anything.

That's what I thought when I was your age until someone showed me the Progressive Savings Scheme. I only had to put aside £3 a month by Naval allotment but when I leave the Service next year I can collect £855.

Sounds too good to be true. Where's the catch?

No catch. And if I had died at any time my

wife would have received the whole £855 immediately. You see, it's a Savings Scheme and Life Insurance rolled into one.

Supposing you hadn't signed on for 22 years' service?

When I had done my nine years, as I had paid premiums for 7 years, I could have drawn £234 to help set me up in Civvy Street. Now, after 22 years' service, I shall have the option of taking the £855, or if I don't need the cash immediately, a pension of £172* a year when I retire from civilian work at 65.

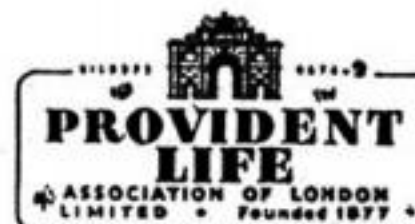
*For members of the W.R.N.S. the Pension is £149 a year.

Which will you take?

I'm going for the pension. I'm all lined up for a job already, and with an extra pension to look forward to when I retire and the wife provided for if anything happened to me—well, it's the kind of security we all want.

How do you set about all this?

That's easy. Ask the Provident Life for details of the Progressive Savings Scheme.



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BACK AT PORTLAND IN COMMAND OF 'THE UGLY DUCKLING'

H.M.S. P.C. 74—once a decoy—hunts the submarines

[In the April issue of "Navy News," Neptune, who joined the Royal Navy as a young seaman in 1904 and who had been one of the first "Mates," told of trials carried out with special mines in the Mediterranean while he was in command of H.M.S. Tarpon in 1926. In February, 1927, he took command of H.M.S. P.C. 74 at Portland.]

ON arriving at Portland on February 4, 1927, I found H.M.S. P.C. 74 secured in the Penns. I was not impressed at my first sight of her. She was distinguishable from a merchant ship only by the White Ensign.

I learned, afterwards, that she had the hull and engines of a "P" boat, the superstructure having been added, together with the funnel amidships, to represent the appearance of a merchant ship to invite attack, as her specific duties in 1918, when she was designed as a "Q" ship, were to act as a decoy ship.

Below the superstructure, and hidden from view, a 4-inch gun had been mounted on each side of the deck, screened by gunports which could be opened rapidly. In addition, screened by the high gunwhale on either side of the deck, a battery of depth-charge throwers were mounted, extending from amidships to the poop, under which other depth charges were held in the ready position. The release gear could be operated from the bridge.

Although Asdic were not available in 1918, P.C. 74 was indeed well equipped to deal with an attacking enemy submarine. She was fitted with turbine engines, and oil-fuel boilers, with a speed of 21 to 22 knots, which could be quickly attained.

LINKS WITH THE PAST

Although P.C. 74 would not win a prize for outline, or smartness in appearance, and was often referred to as "The Ugly Duckling," the duties now assigned to her formed a link with the past. Whereas, as a "Q" ship, she acted as a decoy for submarines, now she was fitted with Asdics and could hunt for them, and at the same

time play an important part in training officers and ratings in the technical methods of hunting.

This fact gave me inspiration, because I, too, had a more recent link of having been First Lieutenant of a pioneer Asdic destroyer for two years, and gained experience, which was proving to be useful. However, my hopes and ambitions were centred

SAILORS IN THE MAKING By NEPTUNE

on obtaining command of a Fleet destroyer and I cherished the idea that P.C. 74 would lead me to it.

So here I was, back in Portland Harbour, where I joined my first ship as a "nozzler" (Northampton rigger). The harbour, I suppose, was one of the most dismal in the world, well deserving the term given to it by men of the Fleet. "The last place on God's earth" and others unprintable.

I had sampled the elements under varying conditions as a youth, sailing pinnace's crew of H.M.S. Agincourt, battling ashore under sail to land libertymen, with an irascible Irish coxswain of a whaler, when, in H.M.S. with a stretcher, if one did the wrong thing. We in the crew were all youngsters, and he just scared us stiff. Then later, as a leading seaman, coxswain of a whaler, when in H.M.S.

H.M.S. P.C. 74—built in 1918 under Emergency War Programme by J. S. White and Co. The ship's design was modified while building to act as submarine decoy vessel or "Q-boat." It was expected that on account of her shallow draught, torpedoes fired by U-boats would under-run her. She was employed as an anti-submarine training ship, 1927-1929

KING EDWARD VII when the responsibility was all my own, sailing with closely reefed lateen sails to collect stewards and watchkeepers returning from leave to Bingleaves Pier, at the Torpedo Depot. Later again, as a lieutenant, keeping anchor watch on the bridge of H.M.S. Thunderer, during the many severe south-west gales in the winter months, and later still, fighting the elements as I towed battle practice targets into and out of the entrance.

MUCH TO LEARN

Portland Harbour had played a big part in my career, I had indeed

the proximity of the area in which the exercise was taking place. In such cases, the A./S. vessel had increased responsibility for the safety of the submarine, and appropriate signals, by explosives charges, instructing the submarine what to do, were made. If the exercise was nearing its end she could be warned to remain submerged. On the other hand, by use of another signal with explosive charge, she could be instructed to surface.

TEST OF NERVES

Having got accustomed to the general routine of exercises, I was detailed to carry out experimental

as she seldom went to sea, but for P.C. 74, berthing on many occasions was a hazardous operation.

BERTHING HAZARDS

The canvas-covered domes, originally used in the pioneer destroyers, had been replaced by streamlined metal ones, which increased the draught of A./S. craft by approximately four feet, but P.C. 74, for experimental purposes, had been fitted with one that extended seven feet below the keel. This increased the hazard of berthing considerably. The water in the Penns was shallow, particularly at half-tide or below. H.M.S. Heather was nearly always berthed at the lee and seaward end of the Penn in which P.C. 74 was to secure, taking up at least one-third of the width. With a light wind it was relatively easy, but with a strong westerly wind one needed a great deal of luck as well as judgement. There are two adverse factors to contend with—first, giving the Heather a nudge, thus incurring the senior officer's displeasure, or, second, hitting the bottom with the seven-foot dome, thus incurring the wrath of the Captain of Osprey. To get into the Penns at all, fairly high speed had to be used. I suppose I was lucky. In the whole of my two years, the dome never touched the bottom, but I did give the Heather a few nudges, fortunately, however, when the Captain happened to be on shore.

STATION-KEEPING

When the long-course officers were nearing the end of their course, H.M.S. Heather and the two "P" boats acted as a convoy and were screened by the four destroyers and P.C. 74. This was the realistic type of exercise which appealed to me. Not only did it help to give A./S. experience, but also to maintain one's efficiency in station-

been "a sailor in the making," but I still had much to learn. My destiny had completed full circle. What lessons would P.C. 74 teach me? Technical subjects could be learned through the medium of lectures and books, but the "know-how" of dealing with the elements was often learned through bitter experience.

For the purpose of A./S. training, special areas were allocated in Weymouth Bay and the English Channel, well to the westward of Portland Bill, the limit of each area being laid off on the charts. A weekly bulletin was issued which indicated the nature of the exercise taking place, the name, or number, of A./S. vessel and submarine and the area allocated, with time of rendezvous. The exercises varied—for beginners, the submarine towed buoys on a steady course, and later, as experience was gained, whilst still towing buoys the submarine commanding officer would alter course at his discretion. For officers to qualify in A./S. and higher ratings, the commanding officers of submarines were given a free hand to alter course at will.

The procedure for carrying out these exercises had to be strictly observed. When once the submarine had dived, the commanding officer of the A./S. vessel was entirely responsible for the safety of the submarine with which he was operating. On reaching the rendezvous the A./S. vessel signalled the details of the exercise to the submarine. The A./S. vessel hoisted a black flag close up, and when the submarine signalled "Ready to Proceed" the black flag was dipped, each vessel started stop watches, representing zero hour.

HULL-TAPPING

The A./S. vessel remained stopped for five minutes before starting the hunt, and, five minutes before the end of the exercise, the A./S. vessel again stopped, and the hull was tapped with a hammer, until the submarine surfaced. The tapping acted as a guide to the submarine as to the approximate position of the A./S. vessel. It was during these periods of tapping the hull, that P.C. 74 put on her worst behaviour, as it frequently happened that the submarine took much longer than minutes to surface, during which time, P.C. 74 even in a moderate sea, rolled at an alarming angle, and with much violence.

It sometimes occurred, that a merchant ship would pass through or in

trials with a submarine which would be a test of nerves, as well as operational equipment. The submarine's instructions were to proceed to a position off St. Alban's Head, dive to periscope depth—and proceed on a steady course into Weymouth Bay. P.C. 74 had to proceed to a position in Weymouth Bay, and to proceed at 12 knots on a reciprocal course to the submarine and to keep Asdic contact with it, head-on, until it was imperative to alter course to avoid a collision. The nerve tension on board the submarine was, perhaps, much



Scene on the forebridge of H.M.S. P.C. 74 while hunting a submarine. Asdics in operation.

greater than on the bridge of P.C. 74, yet the responsibility was mine. At the precise moment, I gave the helm order to swing the ship's head to starboard, quickly followed by the reverse order, and we passed the submarine fairly close on the port beam, much to the relief of all concerned.

The A./S. vessels attached to H.M.S. Osprey consisted of a division of destroyers, H.M.S. Thruster (Commander D. Torrid, Rowena, and Salmon. The senior officer afloat was in command of H.M.S. Heather, quite a large ship, but an oddment like P.C. 74. In addition, were P. 59 and P. 40 and some small fry, used almost exclusively for experimental purposes. The destroyers were berthed in well-sheltered water, inside the long coaling jetty, whilst Heather and a group of oddments were berthed in the Penns, and were very much exposed to the almost continuous strong westerly winds. These conditions did not affect H.M.S. Heather very much,

keeping, both during the exercise, and afterwards, when returning to harbour, carrying out equal speed manoeuvres.

Although P.C. 74 could not use the standard amount of helm used by destroyers, she was as sensitive as a lady to a touch of the helm, and behaved beautifully. It was with a feeling of pride, that I received a signal from Commander (D) "Manoeuvre well executed." Surely enough the "Ugly Duckling" set a pattern for the destroyers to follow. I was experiencing the thrills of a full and active life.

'ORGANISE A CONCERT PARTY'

For several years Weymouth authorities had organised a carnival to raise funds for the local hospitals, and all naval establishments at Portland helped in many ways. The A./S. Flotilla had the task of organising a concert party. To my utter surprise, I was not requested to organise it, but

(Continued on page 7, column 3)



There comes a time when every sailor goes shore-side for good. Roll on, you might say. But just weigh up for a moment what it means. All the grub, gear, leave, quarter and so on that comes Freeman's now have to be paid for in Civvy Street—and that's a very different part of the ocean!

Sensible saving is the answer, especially when you've a family to think of and a house to buy someday. By starting saving now with Liverpool Investment Building Society you can take care of the future. L.I.B.S. adds a generous interest to the money you save, Income Tax paid—and when you do start thinking about your own house, your L.I.B.S. savings could pay the deposit and help you get priority for a mortgage.

Why not fill in the coupon below and send it to us for particulars of the "Savings and Loan Scheme for Regular Sailors" and our brochure which will show you that as far as savings are concerned L.I.B.S. have got everything shipshape.

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NEPTUNE'S SCRAPBOOK



Rear-Admiral R. V. Brockman, C.S.L., C.I.E., C.B.E., was promoted to Vice-Admiral to date April 6. Vice-Admiral Brockman entered the Royal Navy in 1927 and from 1938 to 1939 he was Assistant Secretary to the First Sea Lord, Admiral of the Fleet Sir Roger Backhouse. He was subsequently Secretary to the First Sea Lord, Admiral of the Fleet Sir Dudley Pound. In 1943 he became Secretary to Admiral of the Fleet Lord Mountbatten, then Supreme Allied Commander, South-East Asia, and continued in this appointment when Lord Mountbatten was Viceroy of India and later Governor-General, 1947 to 1948.

He remained Secretary to Earl Mountbatten when the latter commanded the First Cruiser Squadron in the Mediterranean and for 1951 and 1952 he served in the Admiralty as Secretary to the Fourth Sea Lord, Admiral Brockman was in the Mediterranean Fleet and Allied Mediterranean Command for 1952, 1953 and 1954. In May, 1955, he became Secretary to the First Sea Lord and since June, 1959, he has been Principal Staff Officer to the Chief of Defence Staff.

Rear-Admiral R. S. Hawkins, C.B., is to be a Lord Commissioner of the Admiralty, Fourth Sea Lord and Vice-Controller in succession to Vice-Admiral Sir Michael Villiers, K.C.B., O.B.E., the appointment to take effect in October, 1963. Admiral Hawkins joined the Royal Navy as a cadet in 1928 and after qualifying at the R.N. Engineering College, Keyham, and serving in H.M. Ships Iron Duke and Resolution, he qualified as a submarine officer in 1935. He was Flotilla Engineer Officer of the 12th Submarine Flotilla in 1943 when this group of midget submarines were preparing for their attack on the Tirpitz. From 1957 until 1959 he was Captain of H.M.S. St. Vincent. Since May, 1962, Admiral Hawkins has been Chief Naval Engineering Officer in addition to being the Director of Marine Engineering. Between 1931 and 1936 Admiral Hawkins represented the Royal Navy at rugby football on seven occasions in inter-Service matches.

Vice-Admiral Aimar Sorensen R. Nor. Navy, visited Portsmouth on April 30.

Admiral David L. McDonald, U.S.N., assumed duties as Commander-in-Chief, U.S. Naval Forces, Europe (CINCUSNAVEUR) on April 9. He relieved Admiral H. P. Smith, U.S.N., who will take over as N.A.T.O. Supreme Allied Commander, Atlantic, Commander-in-Chief, Atlantic, and Commander-in-Chief, U.S. Atlantic Fleet. Admiral McDonald came from the Mediterranean, where he served as Commander, U.S. Sixth Fleet.

H.M.S. Brocklesby, the experimental A/S. frigate, built between November, 1939, and April, 1941, will be holding a paying-off ceremony and paying-off dance during the week commencing June 23. Any previous member of the ship's company who wishes to attend should get in touch with the Coxswain, c/o G.P.O., London, by May 31.

The Old Gordon Boys' Day will be held this year at the School on Whit Monday, June 3, and the annual inspection on Saturday, July 27. Old Gordon Boys wishing to attend one or both of these events would be more than welcome. The Bursar at the School would be glad to receive a note from those intending to be present. The note should quote School number.

When H.M.S. Sheffield was first commissioned the Ladies of Sheffield presented the cruiser with a White Ensign and Union Flag, both made of silk. The White Ensign became the ship's Battle Ensign. These battle-scarred colours are to be laid up in Sheffield Cathedral at morning service on June 23. It is hoped to invite as many as possible of those who were concerned in building and fighting the ship to be present at the ceremony. As accommodation is limited, admittance will be by ticket and inquiries should be addressed to Lieut.-Cdr. R. O. B. Long, R.N.R., West Lodge, 307, Western Bank, Sheffield 10.

Two U.A.R. ships, the El Qaher and El Fateh, arrived at Cowes on April 30.

The third Matapan Dinner, held by the Plotting and Radar Instructors' Association, was held in the Guildhall, Portsmouth, on March 22.



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A NEVER-ENDING JOB

Inshore Survey Squadron's vital work

As dusk deepens over the Broads and lights begin to stand out along the sea front, three small white-and-yellow-painted ships turn into the narrow entrance of Great Yarmouth Haven and steam slowly up the River Yare. A group of trawlermen glance up as they glide past, shout the odd ribaldry and carry on sorting their nets; the ferryboatmen assess their approach, and wait on the Gorleston side until they are clear. Turning just below the road bridge, they come alongside the main jetty in Yarmouth Town centre and switch on their upper-deck lighting.

For the people of Yarmouth, this arrival of three H.M. ships causes no stir and no speculation. It is indeed a regular routine, which has happened many nights previously. The Inshore Survey Squadron is busy working on the approaches to Yarmouth once again.

BIG HOME-WATERS TASK

The Royal Naval Surveying Service has many commitments throughout the world, but one of its biggest tasks is in home waters. Most naval officers have met surveying ships abroad; often in out-of-the-way places where their need is obvious, but far fewer realise the very real problem posed by the constantly changing underwater configuration along the east coast of England and in the Thames estuary. The task of keeping pace with these changes is comparable with painting the Forth Bridge — once an area is finished it is almost time to resurvey it again. The fluctuations met in some cases are enormous: a 1961 large-scale chart of the approaches to Great Yarmouth gave a depth of 34 feet close to a main shipping channel, but, during a 1962 re-examination, a 5-foot depth of water was found.

When full-scale surveying was resumed after the 1939-45 war, five 72-foot motor-launches were commissioned as survey vessels to work around the east coast of England. Known as the East Coast of England Survey Unit, they performed stalwart service for seven years, from Dover to Grimsby. Age, however, overtook them in 1957 their replacements began to take shape in the ship-building yards. The three ships of the Inshore Survey Squadron, as it became known in 1961, have hulls basically identical with inshore minesweepers; their propulsion units

(two 56-h.p. Paxmans giving a speed of 12 knots) are also common, but here the similarity ends.

TURN ON A SIXPENCE

A capacious bridge with a central plotting table gives almost all-round visibility. From here the variable-pitch propellers can be controlled automatically, and the ship manoeuvred to turn on a sixpence.

Amidships, on the upper deck, there is a chart room with a large main plotting table (with ample space for plotting and computing the survey), and space for the stowage of instruments and the main 978/979 radar equipment. There is also room (in the corner admittedly) for the ship's office.

Forward of the bridge, below the fore-castle, a mess deck gives accommodation in bunks for 14 junior ratings. The ship's galley and wireless office under the bridge are both ample for their purposes and directly abaft them are the Wardroom and C.P.O. and P.Os' Mess.

THOUSAND-MILE RANGE

Normal diesel fuel carried gives a range of 1,000 miles and topping-up is usually necessary only once a fortnight.

A petty officer coxswain, and an E.R.A. and 14 junior ratings are normal complement. The first-named is always a reasonably experienced surveyor who becomes the captain's right-hand man in survey matters.

The captain of an inshore survey craft is a lieutenant-commander (charge surveyor or assistant surveyor 1st class). It may come as a surprise to others that such small ships are commanded by such relatively senior officers. This is due to the large amount of independent surveying which each ship may be expected to perform during the season, often requiring an officer with considerable surveying experience. The first lieutenant is either a fairly junior G.S. lieutenant or an S.D. officer.

The Inshore Survey Squadron's base port is Chatham, and the three ships usually return for refit and leave in late November each year. By late February they hope to be at sea again, but during the winter months in Chatham drawing the charts of the previous year's work has to be completed. This is often done in the Squadron's Base Office ashore in Chatham Dockyard.

Early in January, the orders (or hydrographic instructions) for the coming season arrive. These usually have some order of priority which enables the year's work to be planned out roughly. After the winter gales a thorough examination of the Edinburgh Channels — the narrow deep sea route to the Port of London — is mandatory. Any slight shift in position of the depths in this channel could be disastrous to the deep-draught ships that use it daily, and any such change must be detected without delay.

The Yarmouth survey has already been mentioned — this is also a yearly task. In addition the notorious Goodwin Sands and their surroundings are checked and resurveyed regularly, as indeed is most of the Thames Estuary.

The work of the squadron, how-

ever, is not limited to constant resurveys. Recently a survey of the Sound of Jura was undertaken in company with H.M.S. Shackleton and this season one of the Scottish west coast lochs will be completely surveyed.

Week-ends are usually spent in the nearest commercial port. This is popular with both the crew and the local residents. By working out of one place for several weeks at a time many friends are made; local sea cadets taken for trips at one port, the local football team shown round the ship at the next.

FOREIGN VISITS

Once a year the squadron puts away its surveying gear and steams across the North Sea for a foreign visit. In 1962 the three ships spent five remarkable days at Duisburg — 150 miles up the Rhine. This year they hope to penetrate into the Zuider Zee and visit the Dutch holiday town of Hoor.

Despite the relatively long periods spent at sea or anchored far out in seaways the ship's companies of the Inshore Survey Squadron have achieved a reputation for contentment. Misdemeanours are uncommon, and punishment of any kind a rarity. The thought of a draft has an immediate and salutary effect in most cases.

Part of the *esprit de corps* which has been built up over the past four years comes from the fact that every man in the squadron, seeing a 60,000-ton tanker rounding the N.W. Shingles buoy and shaping course up the Thames, has the personal satisfaction of knowing that he, his messmates, and his ship have helped to make that passage safe and possible.

The three ships of the squadron are H.M. Ships, Echo, Egeria and Enterprise.

Leaders are made, not born

CONTRARY to popular belief leaders are not born but made, declared Major-General D. B. Lang, General Officer Commanding 51st Highland Division and District when he addressed artillerist apprentices at H.M.S. Caledonia on Easter Monday and presented the prizes at the establishment's passing out parade.

"Of course some are leaders more than others but no one is any good at it unless he studies it. Never has leadership been more important than it is today especially in this machine age. It is now even more important than ever that human leadership should ride out ahead. The world is divided into two groups, the leaders and the led, and you belong to the leaders' group," he told the assembled apprentices.

LEADERSHIP AND PRIVILEGE

"You are studying leadership because you are being held up to the rest of the Service as leaders. Leadership, however, carries an awful lot of responsibility with it but of course you also get privileges. The funny thing is that the more you take your responsibility seriously the less time you have to appreciate the privileges you get."

"I think all of us in the Services at some stage or other study the great leaders of the past. They may be Service leaders or they may not. But how often do we recognise the great-

(Continued on page 16, column 5)

SAILORS IN THE MAKING

(Continued from page 6, column 5)

instructed to produce it. I was completely out of my depth, and was really worried, but nevertheless felt it was a challenge, and decided, not lightly, to accept it. I bought books on Amateur Theatricals, but all to no use, and time was working against me.

'CO-OPPORTUNISTS' FORMED

By a sheer stroke of luck I was introduced to a local concert party who were prepared to help, if I would undertake to raise a similar number of sailors prepared to work with them. Whereas, I had been unable to raise any enthusiasm amongst the A/S. Flotilla previously, as soon as the news got round that several young ladies would be in the party, I was overwhelmed by eager volunteers. Rehearsals were started in the naval canteen at Portland, and everything went with a swing.

A new name, "The Co-Opportunists," was coined for the party. Even I had to do a turn. Quite a few ratings claimed to be able to play an instrument, and I was able to provide quite a few from the local pawnshop. I borrowed drums and a piano, and in quick time had a reasonably good and very enthusiastic jazz band, and the Mayor of Weymouth arranged for the Alexandra Palace Theatre to be put at our disposal.

(To be continued)

(Continued from page 1, column 2)

addition to maintaining all types of conventional submarines.

In his announcement the First Lord said "Rosyth will, of course, refit Polaris submarines as well as the nuclear hunter-killer submarines," and Mr. Orr-Ewing, dealing with a suggestion in the House of Commons to the effect that the expenditure would increase fears about the effect of the programme on conventional naval forces, stated there were economic advantages in amalgamating the administration of hunter-killer submarines and polaris submarines in the same base and the possibility was being examined. He also went on to say that "The Admiralty was examining a programme for increasing the intake of technical personnel.

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LION RESCUES SIX

ON sailing from Hong Kong for Saigon on April 2, H.M.S. Lion (Capt. I. L. M. McGeoch, D.S.O., D.S.C., R.N.) received a signal saying that the Panamanian ship National Glory was on fire about 200 miles away and had been abandoned by her crew. Most of the crew had been rescued, but six were missing, believed to be adrift in a lifeboat. A number of ships and aircraft were searching for the boat, and Lion joined in.

The following morning, at about 1100, A.B. Raymond Smith, of Salisbury, who was keeping a look-out through powerful binoculars, sighted a white speck in the sea about six miles

away. The ship altered course, and the speck gradually grew larger until finally it turned into a lifeboat with six Chinese in it. The six men were suffering from exhaustion and exposure, but, considering they had been drifting for over three days without food or water, they were in fair shape. Their boat, surrounded by sharks, was waterlogged and no longer seaworthy.

The survivors were taken aboard H.M.S. Lion and placed in the sick bay, where they quickly regained their strength. Two days later six very grateful Chinese were landed in Saigon, from where they returned to Hong Kong by air.



The survivors taking the first line as H.M.S. Lion came alongside their boat

MISS PANEGOOSHO CHARMED THEM ALL

H.M.S. Eskimo, the Cowes-built "Tribal" class frigate (2,700 tons full load), had a most welcome visitor on a sunny day last month when Miss Panegoosho, a 23-year-old Eskimo, "pretty enough to melt an iceberg," charmed all on board.

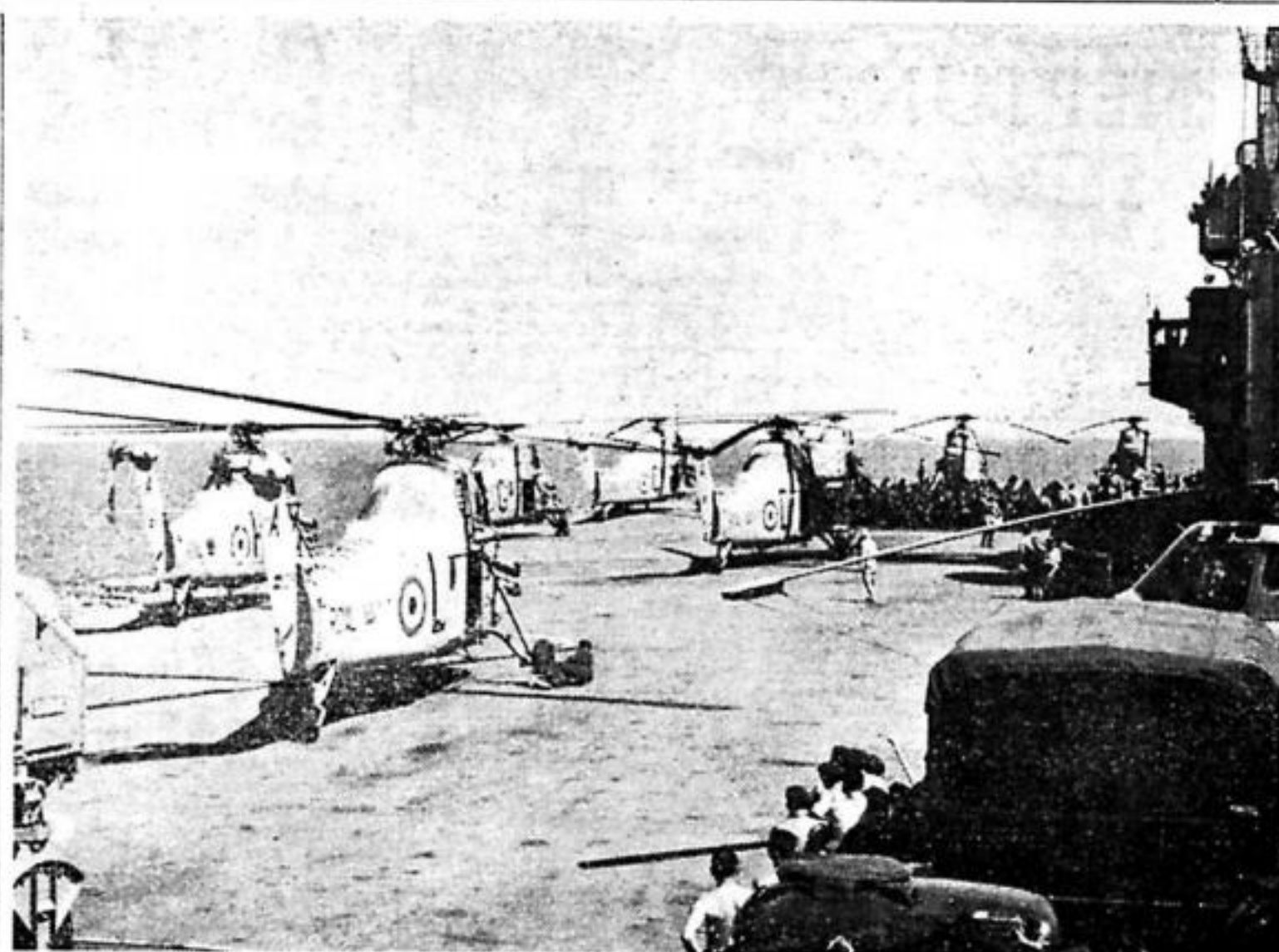
After touring the ship and talking to many of the ship's company, Miss Panegoosho autographed photographs of herself for the various messes in the ship.

Admiral of the Fleet Viscount Cunningham of Hyndhope unveiled a plaque at the Church of St. Nicholas, R.N. Barracks, Devonport, on April 28 in memory of Admiral of the Fleet Sir Rhoderick McGrigor.

Miss Panegoosho, the editor of the only magazine in the Eskimo language (it is printed once every four months and the editor has to translate it into four languages), had just returned from West Africa, where she had been gathering material for her magazine and lecturing on Arctic life.

Black-haired Miss Panegoosho, who is as pretty as a picture, dealt with questions from reporters and ship's company with ease and told questions that the Eskimos were very excited at having a British warship named after them. She intends to write about the ship when she returns to Ottawa.

Miss Panegoosho lunched with the captain (Cdr. J. Humphry-Baker, R.N.), and the officers in the ward room before returning to London.



H.M.S. Albion operating off North Borneo

R.A.F. HAD HONOUR OF 3,000TH DECK LANDING

Albion's work in N. Borneo

ALTHOUGH H.M.S. Albion (Capt. Colin Madden, M.V.O., D.S.C., R.N.), Britain's second commando ship, has been in commission for only eight months, she has already completed her 3,000th deck landing of the commission.

Two helicopter squadrons are normally embarked in H.M.S. Albion, 845 (Wessex) Squadron (Lieut.-Cdr. A. Hensher, R.N.) and 846 (Whirlwind) Squadron (Lieut.-Cdr. D. Burke, R.N.). However, it was not a normal naval helicopter which gained the honour of the 3,000th landing—but a Pioneer aircraft of the Royal Air Force piloted by F./Lieut. Jackson, R.A.F., of 294 Squadron.

FIXED WING FACILITIES REMOVED

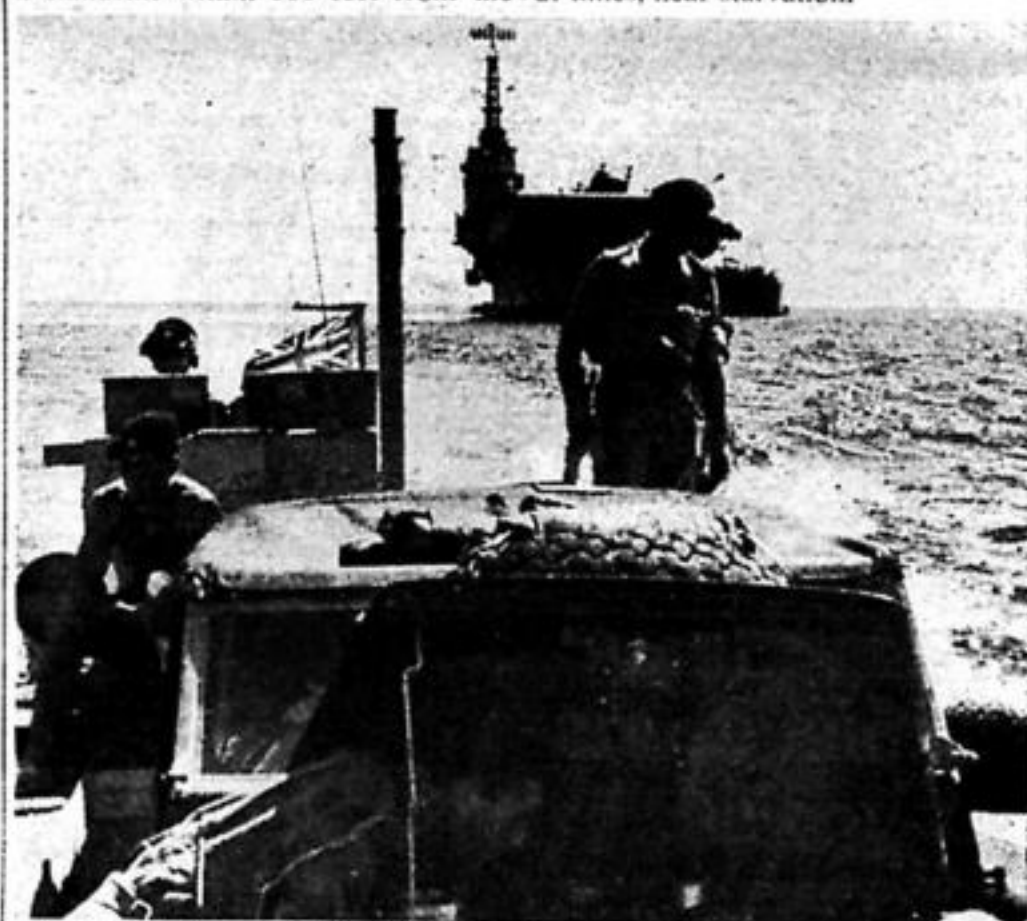
The landing had extra significance in that the Pioneer aircraft is not basically designed for carrier deck operation, while H.M.S. Albion had all her "fixed wing" facilities removed during her 1961-62 conversion from a conventional aircraft carrier to a commando ship. This was done to provide additional valuable space in order to improve her commando role capability.

The 3,000th landing took place in Brunei Bay, North Borneo, on March

stern of the ship, and with another 450 feet to do.

WORK OF SQUADRONS

H.M.S. Albion and her helicopter squadrons were actively engaged in crushing the Brunei rebellion and 845 Squadron provided invaluable help during the disastrous floods which affected North Borneo in January of this year. Between mid-December, 1962, and early January, her helicopter squadrons flew almost 1,200 sorties, whilst 845 Squadron flew more than 150 hours in taking food, fuel oil and medical supplies to the flood-stricken areas and in evacuating villagers suffering from exposure and, at times, near-starvation.



An L.C.A. from H.M.S. Albion leaving the ship to land a Land-Rover ashore at Brunei.

Submarines cruise under the ice

TWO British submarines, H.M.S. Porpoise (Lieut.-Cdr. P. G. M. Herbert, R.N.) and H.M.S. Grampus (Lieut.-Cdr. P. R. Compton-Hill, R.N.), recently completed an exercise consisting of a journey under the Arctic ice pack.

During their five-week cruise the two boats were at times probing more than 30 miles under the pack ice to test and evaluate equipment.

Describing the trials as "very satisfactory," the commanding officer of H.M.S. Porpoise said that his submarine remained submerged on one occasion for 26 hours. The submarines surfaced for "breathers" in holes in the ice and part of the trial was to ascertain how frequently these holes appear. The holes were found by the instruments that were being tested and also by looking through the periscope. The water around the holes was much brighter.

ICE 50 FEET THICK

The ice, which could be heard "rumbling and groaning," was, at times, 50 feet thick, but the thickness varied considerably.

H.M.S. Grampus suffered minor damage to the outer casing of her conning tower when a block of ice smashed against it.



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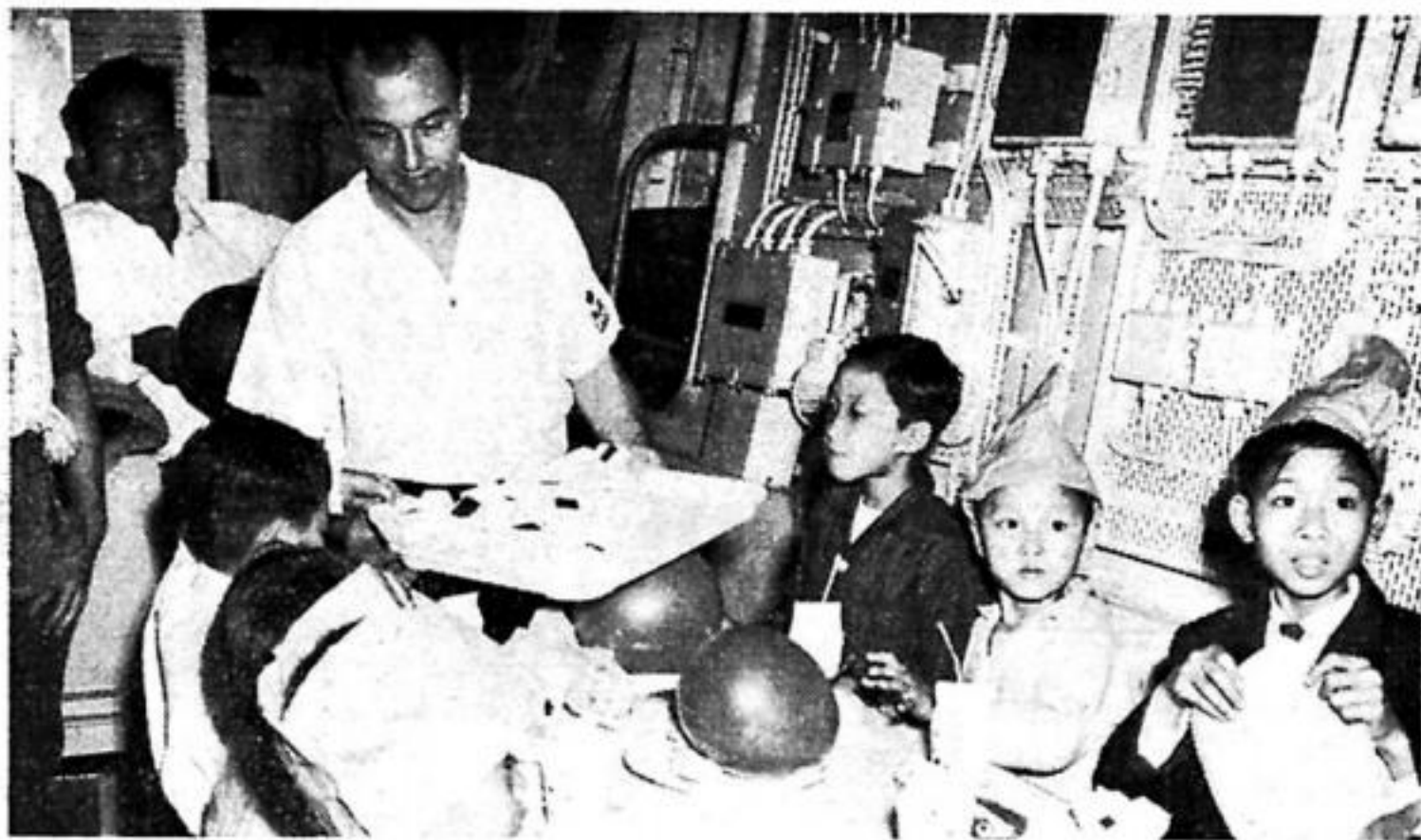
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P.O. Smith helping out at the children's party held on board H.M.S. Albion at Hong Kong

Rebellions—parties—blood donations —rescue work—Albion is there

NAVY MEN GIVE 800 PINTS OF BLOOD

WHEN H.M.S. Albion (Capt. Colin Madden, M.V.O., D.S.C., R.N.) left Portsmouth on November 3, 1962, to relieve H.M.S. Bulwark as the Far East commando ship, the ship's company expected to spend Christmas in Singapore and the New Year in Hong Kong. However, whilst the Albion was steaming east across the Indian Ocean in early December the Brunei rebellion broke out and the ship proceeded with all dispatch for North Borneo. Thus Christmas was spent at operational readiness off the Borneo coast and it was not until February 23, 1963, that H.M.S. Albion finally entered "Fragrant Harbour"—the meaning of the words "Hong Kong."

During H.M.S. Albion's three-week visit to Hong Kong, the ship's company enjoyed the many and varied (and renowned) attractions of Hong Kong and its surroundings. Nevertheless, there was never any lack of volunteers to help entertain the many underprivileged children who were invited on board the ship.

A SUCCESSFUL EVENT

Two hundred boys from the Cape Collinson Training Centre and from the Hong Kong Sea School visited the ship on various days. Perhaps the most successful event, however, was the children's party. Two hundred and sixty children were invited—150 from the Boys and Girls' Club Association of Hong Kong, the remainder being families of locally entered personnel in Albion—although on the day there must have been nearer 360. However, there were more than enough amusements to keep them happy (aeroplane rides, train rides, a pirates' cave, sea-saws, slides, etc.—not forgetting trips round the harbour in the ship's landing craft) and, as should be the case at any children's party, more than enough food—none was left, however, as the children had been supplied with paper bags for landing the excess.

In common with all other Royal Naval ships which visit Hong Kong, members of the ship's company of the Albion willingly donated blood which is badly needed for use in the Colony's Service and civilian hospitals. This is carried out on an entirely voluntary basis, each volunteer giving one pint of blood. There were almost 200 donors, of whom a large proportion have previously given blood to the Red Cross in other parts of the world. H.M.S.

Albion's contribution brought the total blood donation by R.N. ships visiting Hong Kong since January 1, 1963, to almost 800 pints.

Whilst H.M.S. Albion was operating in the Borneo area, the ship and her helicopter squadrons—845 (Wessex) Squadron (Lieut.-Cdr. A. Hensher, R.N.) and 846 (Whirlwind) Squadron (Lieut.-Cdr. D. Burke, R.N.)—acted in close support of the military forces ashore there. Between December 14, 1962, and January 8, 1963, 1,168 helicopter sorties were flown into the jungle of North Borneo. Without this helicopter support by the Royal Navy, the rounding-up of the rebels who took part in the Brunei rebellion would have been an extremely difficult—if not impossible—task.

WORST FLOODS IN MEMORY

During mid-January, whilst Britain was shivering under the worst winter she has known, North Borneo was suffering the worst floods in living memory, following a week of almost continuous, torrential tropical rain. Tens of thousands of people were made desolate, livestock were swept away and food stocks and property lost, damaged or destroyed—and this only weeks after they had been resisting the aggression by the Brunei rebels—no wonder, therefore, that the ship's company quickly rallied to donate to the Flood Relief Fund. The weather conditions for flying operations were appalling and essentially precluded flying by fixed-wing aircraft.

But the helicopter was not so restricted. It could creep up the river valleys or between the cloud and the jungle top, and could hover or land as required. Flood relief immediately

became top priority for the Wessex aircraft of 845 Squadron. Tons of food, fuel and oil, together with medical supplies, were flown in to the flood-stricken areas. Troops had to be evacuated whilst civilians suffering from exposure and, at times, near-starvation, were flown to reception areas where the Army and Government services took over.

Advancements

CONFIRMATION has been received that the following have been advanced to the Chief Petty Officer or Chief Artificer rate:

To Chief Petty Officer
JX, 581017 W. H. Thompson, JX, 712658 A. J. Pain, JX, 661838 A. Squires, JX, 820161 D. J. Phelps, JX, 504860 R. Watson, JX, 371362 G. Humphries, JX, 581382 A. C. Owen, JX, 760115 L. C. Glass, JX, 164225 G. F. Hall, JX, 17492 M. G. Griffiths, JX, 795512 J. W. P. Leach, JX, 795535 C. E. Evans, JX, 292541 T. W. Ling, JX, 161841 A. L. Baxter, JX, 848588 D. Grant, JX, 845027 J. R. Allen, JX, 917194 J. McKinley, JX, 660424 R. Tickner, JX, 831671 J. M. Jefferies, JX, 712440 D. Cassam.

To Master-at-Arms
MX, 804032 G. G. S. Skinner, MX, 693985 Wade, MX, 801707 D. H. Steward.

To Chief Petty Officer Writer
MX, 878826 R. H. H. Palmer.

To Chief Petty Officer Cook (S)
MX, 814877 G. V. Speer.

To Acting Chief Engine Room Artificer
MX, 857331 F. Colman, MX, 902331 L. H. Minns, MX, 888765 P. C. Downer, MX, 857763 J. K. Reynolds, MX, 857422 R. P. Sale, MX, 70532 A. P. Higgins.

To Acting Chief Mechanician
KN, 886445 K. Miller, KN, 902751 W. Hancock.

To Acting Chief Ordnance Artificer
MX, 913564 G. S. Shepherd, MX, 950720 W. H. M. McAuliffe, MX, 887844 G. H. Parker, MX, 842977 M. Marshall, MX, 857742 F. T. Mould.

To Chief Shipwright Artificer
MX, 897376 J. C. Wellman, MX, 728776 J. W. Thomas, MX, 801517 R. E. Hardyman.

To Chief Engineering Mechanic
KN, 891304 G. M. Reynolds, KN, 854903 W. L. S. Phillips, KN, 885500 W. Jones, KN, 837329 R. D. Powell, MX, 151752 J. Hall, KN, 852393 M. I. Carter.

To Acting Chief Electrical Artificer
MX, 888546 C. G. Boynton, MX, 857758 R. A. Press, MX, 887708 M. J. C. Page, MX, 913577 C. A. Targett.

To Acting Chief Electrical Mechanician
MX, 818474 D. D. Brodie, MX, 725944 G. A. Donovan.

To Chief Electrician
MX, 885238 K. W. Miller, MX, 818195 J. Bassett, MX, 801402 G. J. Newton.

To Acting Chief Radio Electrical Artificer
MX, 902635 R. H. Capli.

To Chief Radio Electrician
MX, 895818 L. Newton, MX, 915571 D. Reid, MX, 908452 R. J. Elham.

To Chief Communications Yeoman
JX, 646425 H. Stockwell, JX, 574446 A. Sayers, JX, 660323 T. J. Green.

To Sick Berth Chief Petty Officer
MX, 53856 M. Deegan.

To Chief Wren
54827 A. E. R. Murrell (Category—Cook (O)), 111519 M. B. C. McLean (Category—Writer (G)), 110692 D. P. G. Boyd (Category—Writer (G)), 20431 M. E. Harmer (Category—Cook (S)).

To Acting Chief Aircraft Artificer (AE)
L/FX 669121 R. J. Baker.

To Acting Chief Aircraft Artificer (O)
L/FX 855914 A. J. Mabey.

To Chief Air Fitter (AE)
L/FX 816840 R. J. Banks, L/FX 814990 F. C. Wright.

To Chief Air Fitter (O)
L/FX 805454 M. W. Pyke.

To Acting Chief Radio Electrical Artificer (Air)
L/FX 902445 P. R. Daysh, L/FX 913533 D. R. Millen, L/FX 857374 E. C. Lawrence.

To Chief Radio Electrician (Air)
L/FX 859417 L. S. M. Bason.



Leading Airman Twell donating blood while H.M.S. Albion was at Hong Kong.

BROTHER MEETS BROTHER IN BORNEO

IN the hot sun of a Borneo morning, an unusual family reunion took place recently. C.P.O. Ronald Leonard Corpse (36) was flown by helicopter from the aircraft carrier H.M.S. Hermes to meet his brother, C.P.O. Harold William Corpse (34), of 846 Squadron. The meeting took place on the helicopter dispersal at Labuan, North Borneo, the main centre of air activity in the aftermath operations of the Brunei rebellion.

C.P.O. H. W. Corpse is the Chief Air Artificer of 846 Naval Air Squadron normally embarked in H.M.S. Albion. The squadron has, however, spent much of its time in Borneo since the Brunei rebellion broke out in December. Its job has been the tactical and logistical support of Army units ashore and in particular 42 Commando, Royal Marines.

C.P.O. R. L. Corpse is the Chief Air Artificer of 803 Naval Air Squadron equipped with Supermarine Scimitars, at present embarked for a general service commission in the Far East in H.M.S. Hermes.

UNIQUE OCCASION?

There can have been few occasions, if any, in the history of the Fleet Air Arm when two brothers have served, at the same time, on the Far East Station in two front-line squadrons, as the senior rating.



C.P.O. H. W. Corpse (right) of H.M.S. Albion greets his brother, C.P.O. R. L. Corpse, of H.M.S. Hermes.

H.M.S. Albion was first to arrive on the station in December and was followed approximately a month later by H.M.S. Hermes. The two ships would have met in the more congenial surroundings of Singapore previously had it not been for the troubles on the station which caused H.M.S. Albion's programme to be changed.

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TRACING THE STEPS OF THE EIGHTH ARMY

Enemy left port area of Tripoli a shambles

[In his previous articles Capt. Waight has told of the work done at Ardrossan and Port Sudan, at both places of which he was the Naval Officer in Charge. On January 2, 1943, he was instructed to report to the C-in-C, Levant, at Alexandria "For special service."]

THE signal from C-in-C, Levant (Admiral Harwood), which had been read to me at midnight, made further sleep impossible, so I allowed my imagination to run riot. Very little news as to the progress of events in the Western Desert had filtered through and my thoughts centred on the ports between Tobruk and Benghazi.

It was a relief to rise, and take steps to arrange a quick and easy turnover of the base. This presented no problem. I was surprised to find the news that I would be leaving the base had already spread. By nightfall, a farewell party had been organised, at which I was royally entertained by my staff and many civil dignitaries.

I took off from the airfield at an early hour on January 5, 1943, for Alexandria, and when I touched down after dark it was pouring with rain and the port completely blacked out, which made it difficult to obtain accommodation.

N.O.I.C. TRIPOLI

The following morning, I reported to the Commander-in-Chief, and was warmly welcomed by Capt. P. K. Enright, R.N., an old friend, who was now "Captain of the Fleet." No time was lost and I soon found myself in the presence of Admiral Harwood. He informed me that I had been appointed Naval Officer-in-Charge, designate, Tripoli, which port I was to take over immediately after its capture. He quickly gave me an outline of the objective of the Eighth Army, and then instructed me to contact the main Naval Party "X" assembled in Alexandria, awaiting sea transport as soon as the approximate date of the capture of Tripoli could be given.

I was to be kitted up with battle-dress, and the necessary kit and implements required in the desert, obtain a desertworthy car and driver, to see that my secretary was also kitted up, and report as quickly as possible when "Ready to Proceed," to overtake the advanced part of Naval Party "X" somewhere in rear of the Eighth Army.

Within three days, I reported to the C-in-C. He at once spotted that I was not wearing my medal ribbons for the First World War, and he instructed me to obtain them and to wear them always. Finally he wished me good luck, and to get going.

A GREAT ADVENTURE

At first light, on or about January 10, 1943, I departed from Alexandria, in company with my secretary, Lieut. Holt, R.N.V.R., with car and driver, for destination unknown. To me it appeared as a great adventure. All went well as far as Mersa Matruh, a much-battered port, where we had a meal of "hard tack" and a shakedown, leaving for Tobruk at first light. The road was full of shell-holes and the going was rough, and then, when only 10 miles out, a big end went. This was

owing to air raids and submarine activity. A most uncomfortable night was spent at sea, but it was possible to land early the following morning. A storm had completely washed away the breakwater, the jetties had been smashed by bombers, and the harbour, open to the heavy weather, was strewn with wrecks.

On landing, I met the Naval Officer-in-Charge and the Senior Naval Officer, Inshore Squadron, with whom I would be in close contact, after the occupation of Tripoli. Once again, the aces were all mine. A three-ton lorry had been allocated to Padre Booth, with a leading seaman driver, and an able seaman batman. They were pre-

SOME TEMPORARY NAVAL BASES AND PORT PARTIES 1939-1945

by
Capt. H. F. Waight, O.B.E.
R.N. (retd.)

paring to move forward on the morrow. Padre Booth readily agreed that myself and secretary were welcome to share the lorry.

A TIN PENNANT

We loaded up with approximately three weeks' provision ("hard tack"), water and reserve petrol. I received a valuable hint from an Army officer,



An unusual drawing of the harbour at Tripoli, showing the demolitions and wrecks which Capt. Waight and his party found.

much to my dismay, I was informed that there was no immediate prospect of road or air passage. Whilst taking a view of the many wrecks within the harbour, and the devastated buildings, I observed shipping movements taking place and, on learning that it was a convoy under escort, leaving for Benghazi, I consulted the N.O.I.C. and he held back an escort vessel to allow us to take passage. So once again, my luck held.

AT BENGHAZI

The voyage was extremely rough, and on arrival off Benghazi, a few days later, in the late afternoon, a signal was received instructing the convoy and escorts to haul off until dawn,

who pointed out that, as there would be many Army lorries on the road, we ought to have an authoritative distinguishing mark on ours, otherwise, we would be forced into convoy. A Commodore's Pennant was cut out in tin, painted with the correct markings, and secured to the radiator cap. It certainly did the trick.

Starting off at first light, less than 24 hours after arriving at Benghazi, we reached Buerat, where the rear Army was encamped, by late afternoon, but only stayed long enough to refuel, stretch the legs, and take refreshment. By sunset, we had reached the outer periphery of a large enemy minefield, and decided to choose a spot to leaguer up for the night. Whilst doing so, the senior officer of a Tank Corps detachment invited us to share his encampment, which we gladly accepted. We were provided with a good meal, and



The author surveying the blocked entrance of Tripoli Harbour on January 23, 1943.

finished up with a sing-song. This was comradeship of the highest order.

The following morning, while preparing to branch off across the desert, to pick up the line of advance of the Eighth Army, the commanding officer of the Tank Corps noticed that our lorry was not fitted with a compass. He was surprised to find a naval unit without any means of steering a compass course and at once supplied one on loan, had it corrected for deviation, and fixed to the lorry. This was indeed a godsend.

After a trip over high, rough, stony ground, strewn with massive boulders, and other stretches where the ground was damp and boggy, in which we stuck on several occasions, we were fortunate enough to contact a New Zealand division setting up camp for the night, and we joined them. Darkness descended quickly, and throughout the night there was intense quietness, and not a glimmer of light anywhere, although many hundreds of men were encamped.

A BREW OF TEA

"First light" was the keyword of all activities. The night had been intensely cold, and within a short time there were hundreds of small petrol fires alight, made up of old tins, partly filled with sand saturated with petrol. Water was soon boiling, and a brew of tea, smoky, and without milk or sugar, was available. Then followed a short spell to attend to the wants of nature and camp was broken and we proceeded on our way independently.

On January 18, 1943, contact was made with Naval Party "X" XXX Corps, and 86 Area Group. Good fortune was still with us, for we had by-passed the encampment and were running into enemy-occupied territory. We had, however, been observed, and

a despatch rider headed us off, and piloted us back into safety.

It was here that I took over the Advanced Naval Party "X" from Cdr. Cowley Thomas, R.N., and conformed to the movements of XXX Corps, moving forward immediately the battles (of which we were eyewitnesses) of Bene Ulid, Tarhuna, and Castel Benito had been fought and won.

ROAD TO TRIPOLI OPEN

We were leaguered up five miles from Castel Benito, on the night of January 22, 1943, when it was learned that Tripoli had been captured, and that the enemy were many miles beyond. The road into Tripoli was free to all, and cars, lorries, jeeps, and everything on wheels, were racing into the port. The Italian naval barracks were located, two miles out from the shipping centre. Although damaged, and the main drainage completely blocked, these quarters were occupied by Advance Naval Port Party "X." My duties were now to start in real earnest.

We had entered Tripoli at 10.0 a.m., and some of the buildings in the harbour area were still burning, the enemy having made every effort to render the port unworkable.

While Party "X" were settling down in the Italian barracks, I, with the Admiralty Berthing Officer, and Salvage Officer, commenced a preliminary survey of the jetties, piers, and particularly, the entrance of the harbour through the breakwater. Here, to our dismay, we found it to be blocked completely, by eight ships and other oddments, which presented a formidable problem. On closer inspection, it was found that the centre ship was mainly concrete-built and as it was

(Continued on page 11, column 1)

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FIJIAN FARE STUNS CAVALIER SAILORS

WHILST carrying out search and rescue duties in connection with the Queen's visit to Australia and New Zealand, H.M.S. Cavalier (Cdr. W. G. B. Black, R.N.), recently paid a visit to the Fiji Islands.

After three days in Suva came the real high-light of the trip when a tour of some of the outer and less frequented islands was carried out, visits being paid to Levuka, Savu Savu, Loma Loma and Moala. The Fijian reputation for hospitality is world-famous and the ship's company soon learned that it was quite justified. Elaborate welcoming ceremonies, with the serving of the national drink of kava, took place on each occasion, to be followed by magnificent displays of singing and dancing. In Loma Loma a feast was served which was of such dimensions that even 186 sailors were temporarily astonished.

As well as sampling the local hospitality and generosity the ship also played cricket, rugby, soccer and even netball against the islanders and found that they were just as strong in this field too. However, despite losing at cricket and rugby to the strong Fijian teams the ship's teams gave a good account of themselves and the games were thoroughly enjoyed by all those who took part.

'FLEAGLE'S' ANTICS

No account of the ship's stay in Fiji would be complete without mention of "Fleagle," the ship's pet monkey. Since there are no monkeys in Fiji, "Fleagle" attracted great attention, and his antics seemed to fascinate the islanders who came to look round the ship. Crowds of excited Fijians, young and old, would gather to watch

(Continued in column 3)

Naval Port Parties

(Continued from page 10, column 5)

essential to clear the entrance as quickly as possible, the Salvage Officer made every effort to commence diving operations, and to commence blasting a way through the concrete ship. By dawn the following morning the first explosive charge was fired.

Around the harbour every jetty and bollard had been destroyed, and craters, many feet deep, and 30 and 40 feet wide, adjoined each other along the full length of the jetties. Small craft had been sunk alongside and larger ships sunk in the approaches, while the main arm of the breakwater, which was built to give maximum protection from the sea in bad weather, had been breached.

BOOBY TRAPS FOUND

The harbour had varying depths, and later it was found that 10-ton concrete blocks had been sunk in most of the fairways. Water and electricity supplies had been cut off, and no coal was available. The small steam- and motor-boats, lighters, and tugs had all been sabotaged, and all oil-fuel tanks blasted. During this preliminary sur-

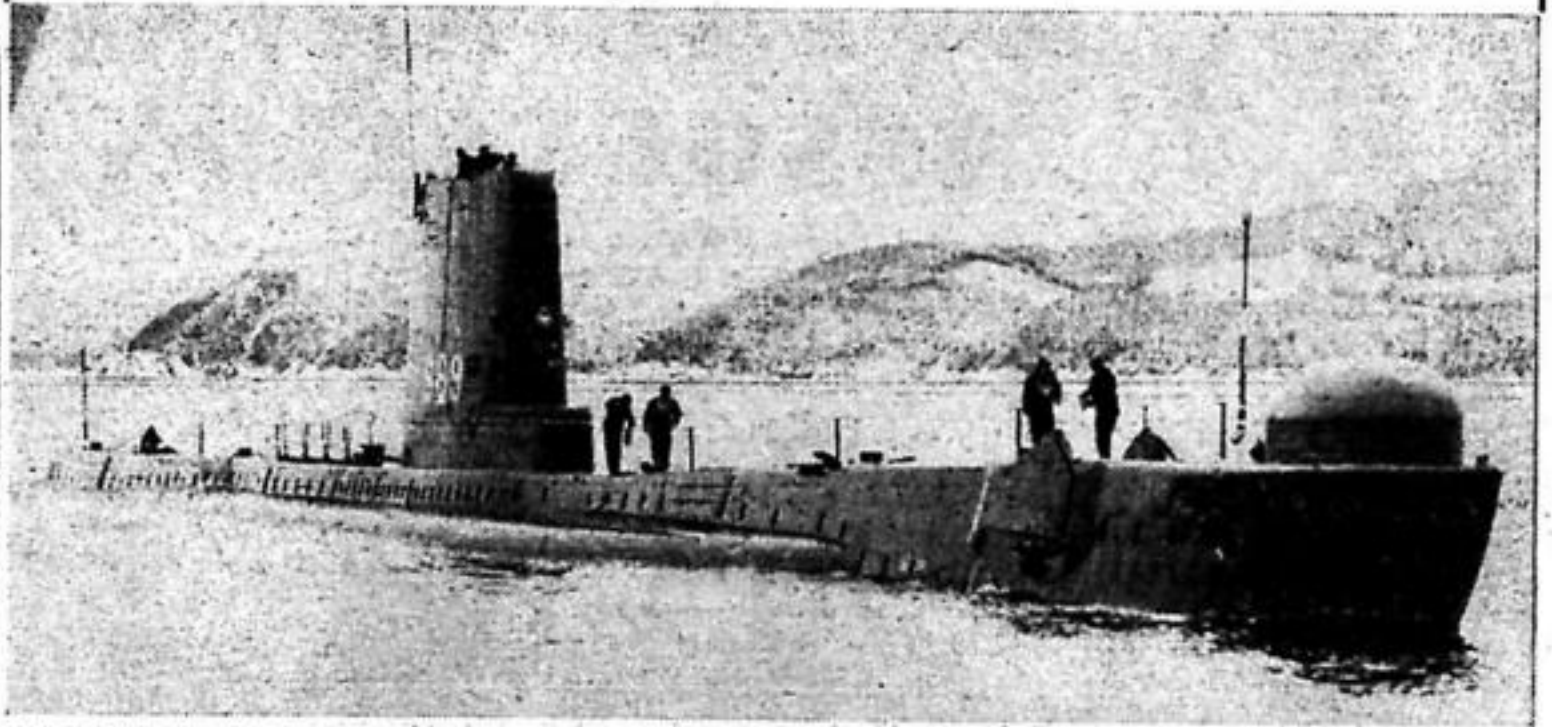
vey, it was found that some of the demolition charges were still primed, but had not fired. Booby-traps were discovered here and there, and every precaution had to be taken during inspection.

The Area Commander, Colonel Trollope, had convened a provisional meeting of the Port Executive Committee at 5.0 p.m., and here, the reports of the surveys made throughout the day were discussed, and plans considered for immediate application, to enable the port to be opened up and repairs effected. This was essential to enable convoys of stores, petrol and ammunition to be rapidly discharged on arrival from Alexandria.

Two officers, upon whom much depended, had already commenced active operations. These were the Salvage Officer, Lieut. White, R.N.V.R., and the Colonel in command of the Royal Engineers. The Royal Navy had to rely on the loan of equipment and help of the Army technicians, a most experienced and efficient body of men.

(To be continued)

H.M.S. Auriga at Newfoundland



H.M.S. Auriga, of the 6th Submarine Division, operating with the Royal Canadian Navy out of Halifax, Nova Scotia, seen arriving at the United States Naval Base at Argentia, Newfoundland, in mid-March

(Continued from column 2)

"Fleagle" eating or merely playing. He contributed in no small way to the success of the visits and for many of the islanders was, in fact, the main thing by which H.M.S. Cavalier will be remembered.

While the ship was away from Suva visiting the eastern islands, the ship's whaler was sent, with a party of seven, Midshipman J. J. Blackham, R.N., in charge, to the small island of Mbengga, about 3 miles south-west of Suva. The island is world-famous for its fire-walkers, but although no fire-walking was seen the trip proved most interesting and an unforgettable experience for all who took part. For a week, the party lived the everyday life of the villagers of Mbengga, an island where electricity has not yet arrived and outboard motors are the only form of machinery known. They accompanied the villagers on spear-fishing and hunting expeditions as well as exploring the island and even learning to speak a little Fijian! Here, too, they were impressed by the warmth and generosity of the Fijian people,

and became accepted members of the village.

H.M.S. Cavalier returned to Suva for fuel on February 17, before sailing for a period of maintenance in Auckland, New Zealand.

ARCHBISHOP AT CHATHAM

HIS Grace, the Archbishop of Canterbury will be visiting Chatham on Saturday, May 4, and Sunday, May 5. He will be staying at Medway House, as the guest of the Flag Officer, Medway, and Admiral Superintendent, Chatham.

At 1030 on Sunday, May 5, the Archbishop will preside and preach at Sung Eucharist in the Royal Dockyard Church. This will be a combined naval and dockyard service, and there will be no forenoon service in St. George's Church, H.M.S. Pembroke, on that day.

The Chaplain of the Fleet, the Venerable Archdeacon R. W. Richardson, will also be present.

Mail 'on the dot'

H.M.S. DALRYMPLE (Cdr. H. R. Hatfield, R.N.), which has recently been carrying out a survey in the Persian Gulf, reports that on each of the three week-ends which were spent on the survey ground, mail has been dropped to the ship by R.A.F. Twin Pioneer aircraft.

On the last occasion it was generally agreed on board that the aircraft's pilot had missed his true vocation and should have been driving fighter bombers. From a height of about 60 feet he managed to release the mail so that it almost parted the hair of the coxswain of the ship's motor-cutter which was waiting below.

These mail drops were a great blessing and did a lot to maintain morale on board.



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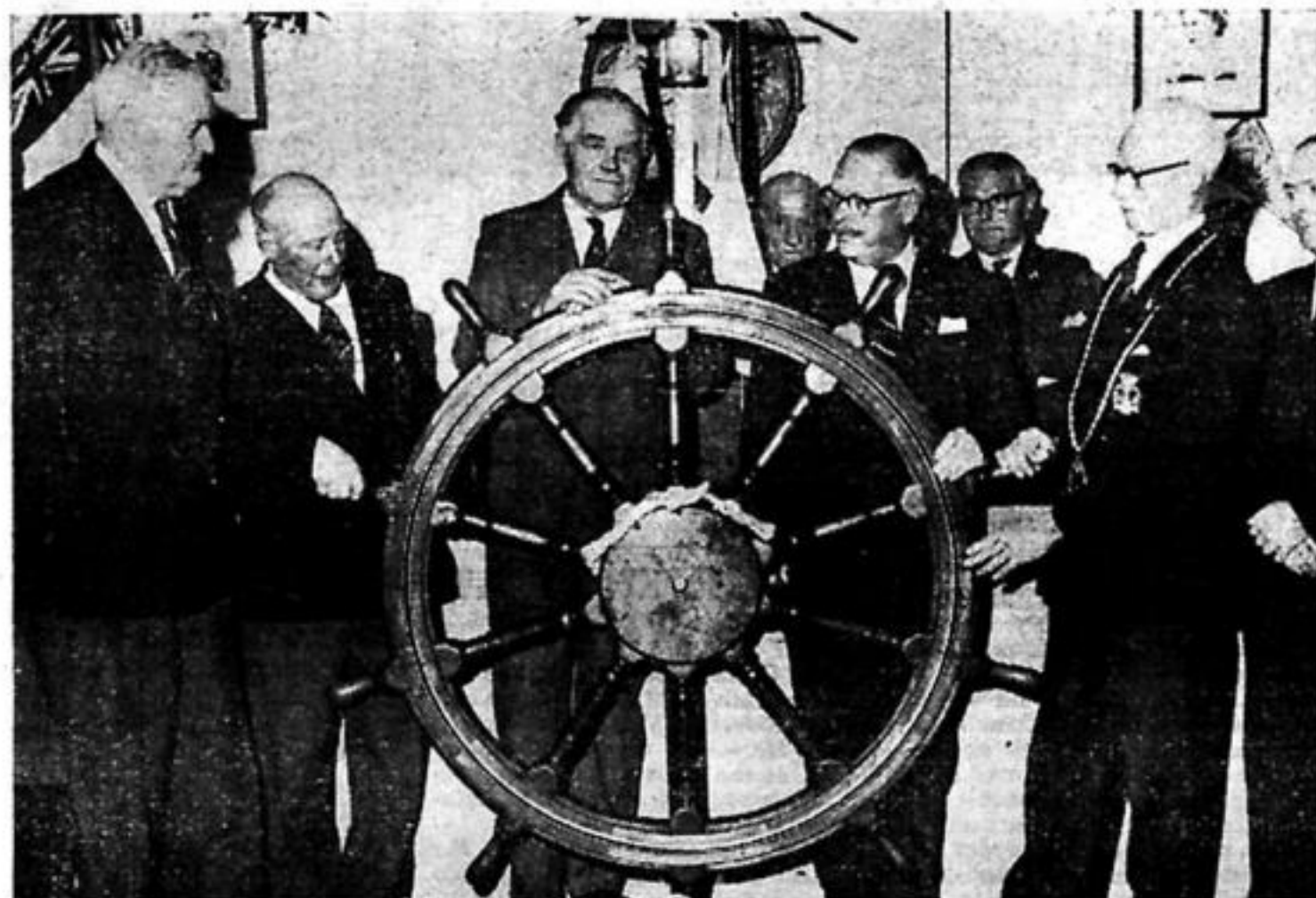


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Presentation of ship's wheel to the Ashford (Kent) Branch of the Royal Naval Association. Left to right: Shipmate L. G. Murray (vice-president), Shipmate G. Philpott (hon. secretary), Shipmate Capt. D. Macintyre (president), Cdr. Aitken, Mr. E. B. Ratcliffe, Shipmate O. B. Lewin, Shipmate E. Standing (chairman) and Shipmate A. Anderson

Ashford gets a ship's wheel

AFTER searching high and low for 15 years for a ship's wheel to complete the furnishings of its "Mess," the Ashford (Kent) Branch of the Royal Naval Association found one—in Ashford itself.

The wheel was presented at the branch's 15th birthday celebrations on April 6 by Mr. E. B. Ratcliffe, area manager of the Hastings and East Sussex Building Society, and came from 65 High Street, Ashford, premises belonging to the Society. It is well over 100 years old, hand-made in teak and believed to have been salvaged from an old tea clipper.

In making the presentation, Mr. Ratcliffe said the wheel symbolised unity, purpose and friendship and, in accepting it, Capt. Macintyre, the branch president, said "I think you

will all agree that this is really the most generous and magnificent gift that has ever been presented to us," and he asked Mr. Ratcliffe to consider himself an honorary shipmate.

Among the 40 who attended the birthday celebrations were guests from the Gillingham, Folkestone and Chatham Branches.

VISITS TO BRANCHES

Between May 10 and May 17 Ashford Branch members are touring the Fen Country and the Broads. They will stay at Great Yarmouth and visit shipmates in other branches by coach. This is quite a new idea and everyone in the Ashford Branch is hoping that it will be a tremendous success and will be followed by other branches. Lowestoft and Norwich are two branches which the Ashford shipmates will be "standing-by to catch the heaving lines when Ashford come to tie up alongside."

Greetings from the Queen

A TELEGRAM from the Queen thanking the members of the Hockley Branch of the Royal Naval Association for their good wishes in welcoming her back from her Australian tour was read on the occasion of the third annual dinner of the branch on April 6.

When the branch held its first annual dinner only 30 were present, but on this occasion, the third, the number was over 100.

Shipmate A. Orton, chairman of the branch, presided and the vice-chairman, Shipmate A. Thomas acted as toastmaster.

In proposing the toast "Departed Shipmates," the Rev. E. W. Platt, honorary chaplain to the branch, asked those present to remember the passing of the chairman of the Association, Shipmate F. Wade.

Shipmate J. Wark, No. 8 Area president, and guest of honour, proposed the toast of the Hockley branch, and spoke of the good work being done by the members. The response was given by Shipmate J. Meigh.

The secretary of the branch, Shipmate J. Middleton, who is also vice-chairman of No. 8 Area, proposed the toast of the guests and Shipmate T. C. N. Stubbs, a vice-chairman of No. 8 Area and secretary of the Lichfield Branch replied.

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The official opening of the Stockton Royal Naval Association Club. Left to right: Shipmate L. G. Langstaff, Shipmate E. Waite (branch president), Rear-Admiral J. L. Unwin (area president), Shipmate F. Waite (branch chairman), Shipmate J. Raynor (secretary)

STOCKTON HAS NEW £17,000 PREMISES

A STRIKING example of faith, generosity and hard work has been given by the shipmates of the Stockton-on-Tees Branch of the Royal Naval Association. New club premises, costing £17,000, were officially opened last January, only 11 years after the branch came into being.

In 1952 seven ex-Royal Navy men met regularly in a Stockton hotel to talk over the "good old days" and they decided that the branch should have its own home.

As the result of personal contributions, a variety of money-raising events, and much hard work and perseverance, the new branch had sufficient money to buy an old house and equip it as a club.

Realising that this property had only a temporary life, the branch, with financial backing from Scottish and

Newcastle Breweries Ltd., the proceeds from the sale of the original club and more help from the members themselves, acquired a site and started on the new premises in William Street, Stockton.

IMPOSING APPEARANCE

The new club consists of two main rooms on the ground floor and one on the first floor. The building has an imposing external appearance and in the lobby is a ship's bell which came from the light fleet carrier, H.M.S. Glory.

The lounge is extremely comfortable with easy chairs, etc., and the bar, a feature of the lounge with its bevelled front and back mirror, is most spacious. One of the members, Shipmate Alan Todd, has created an attractive mural in an appropriate naval design.

The ladies are well catered for with powder room and cloakroom facilities on the first floor and there is a committee room which, later on, may be adapted as a cocktail bar.

The premises are heated by an automatic gas-fired system which ensures a comfortable temperature.

TENTH ANNUAL DINNER

The Stockton Branch recently held its 10th annual dinner—a most successful occasion. The branch president, Rear-Admiral J. H. Unwin, and Mrs. Unwin were "piped on board" by members of the Stockton Sea Cadet Unit—the T.S. Fortitude.

(Continued from column 4)

avenged the Amphion at a cost of one officer and four men wounded and only slight damage to his ships.

Given a shore job because his health had broken down, Admiral Fox was in charge of a naval base in the Firth of Forth. In 1915 he was appointed to H.M.S. Powerful, the boy's training ship at Devonport.

LAST COMMAND

His next appointment was as Senior Naval Officer, Clyde District, and then Commanding Officer of the Kingstown (Dunleary) Area, where he served until 1922 when the military forces were evacuated.

It is interesting to note that the military commanding officer, General Sir Nevil Macready, and Admiral Fox—both Irishmen—were the last to break the link between Great Britain and Southern Ireland.

Admiral Fox retired in May, 1922, with the rank of rear-admiral, but continued to serve at Kingstown until the end of the year at the request of H.M. Government and the military and naval authorities. He was made C.B. in June, 1918.

H.M.S. CENTAUR RETURNING

H.M.S. Centaur (Capt. P. G. Sharp, D.S.C., R.N.), which sailed at very short notice for service East of Suez in February, is due to return to Portsmouth on May 21 to pay off before entering dockyard hands for a refit.

Calliope's escape from Apia in 1889 recalled by death of Sherborne's President

THE first chairman of the Sherborne Branch of the Royal Naval Association and its president for the past 10 years, Rear-Admiral C. H. Fox, C.B., died on April 2 at Sherborne, aged 89.

At the funeral service in Castleton Church, Sherborne, on April 6, shipmates of the branch were present, together with the branch Standard. The service was conducted by the Rev. W. Carroll, honorary chaplain of the branch, who spoke highly of Admiral Fox's keen interest and support of the branch in all its activities ever since it was inaugurated in 1951.

Born at Monkstown, County Dublin, and educated at Fosters, Stubbington House, Fareham, Rear-Admiral Cecil Henry Fox, C.B., entered H.M.S. Britannia, at Dartmouth, in 1885, and after two years there went to sea as a midshipman in H.M.S. Orlando, Flagship Australian Station, in 1888.

In 1889, when Admiral Fox was only 15 and had transferred to H.M.S. Calliope, he was at Apia when only his ship survived the disaster caused by a hurricane. Three American ships and three German men-of-war were wrecked and some 150 people lost their lives.

PORTSMOUTH-BUILT SHIP

Years afterwards, when he was the only surviving officer from Calliope, Admiral Fox said: "H.M.S. Calliope was a Portsmouth-built ship; her

engines were built in Glasgow and the coal we were burning came from West Port, New Zealand. To these factors, coupled with the skill of the captain and crew, we owed our victory over disaster. We had a great reception when the old ship returned to Sydney. Her survival had given rise to a surge of pride among the people of Great Britain and the Empire."

Admiral Fox served again in H.M.S. Calliope from 1897 to 1898, this time as a lieutenant. After two years in the Andromeda in the Mediterranean he became first lieutenant of the boys' training ship H.M.S. Impregnable at Devonport. This was from 1901 to 1904. He afterwards served as a lieutenant-commander and Commander in destroyers based in home waters.

He was promoted to post captain in 1912 and became Captain-in-Charge of the Branch War College, Chatham.

SANK FIRST SHIP

In 1913-14 he was in command of the light cruiser H.M.S. Amphion and the Third Destroyer Flotilla, based on Harwich. At daylight on August 5, 1914, Amphion, with the 20 destroyers of the Third Flotilla, were carrying out a search and four of the destroyers sighted, and eventually sank, the German minelayer Konigin Luise.

The search was carried on, but when on the return course near the scene of the Konigin Luise's operations, Amphion struck a mine and was sunk. Altogether 130 men were lost in the disaster. Capt. (as he then was) Fox had drawn the first blood and suffered the first casualties of the First World War.

AMPHION REVENGED

Capt. Fox was injured during the explosion and after discharge from hospital he joined H.M.S. Undaunted, another light cruiser. In October, 1914, when on patrol in the North Sea with four destroyers, four German destroyers were sighted and sunk after an hour-long engagement. Capt. Fox had

(Continued in column 5)

Molesey branch to have its own headquarters

THE subject most frequently talked about at the annual dinner dance of the Molesey Branch of the Royal Naval Association, which was held on April 6, was the new headquarters and club-house, the branch's own premises, which was to be opened at the end of the month.

Admiral of the Fleet Lord Fraser of North Cape, president of the Molesey Branch was "in command" on this most enjoyable occasion—an evening, best summed up by Lord Fraser at the end, as "They get better every year."

There were 83 shipmates, their wives and friends at the dinner, and afterwards shipmates from Edgware, Stanmore and Hemel Hempstead Branches came for the dance and social, ably organised by Shipmate R. F. Prangnell, the secretary.

Protesting that he himself was a guest Shipmate vice-president Lieut. Lloyd-Armstrong proposed the toast of the guests to which No. 2 Area Chairman, Shipmate Lieut.-Cdr. J. L. Bates replied, hoping that the branch meetings were as well attended as the dinner.

The branch chairman, Shipmate W. F. Buckingham proposed the toast of the Association and, in speaking of the new club premises, hoped that all members would give this new venture their earnest support and make it a club of which to be proud.

NEW YOUNG MEMBERS NEEDED

Lord Fraser replied to this toast and said that he hoped the new premises would help in bringing in more serving and ex-serving members of the Navy and, in particular, the younger ones, as they would be the backbone of the club in the future.

He closed his speech with a "defaulters' parade" and the branch secretary, Shipmate F. R. Prangnell was marched before the Admiral of the Fleet to receive a leather brief-case as the branch's token of thanks for all the hard work he has put in for the benefit of the branch and, in particular, the work occasioned by the new clubhouse.

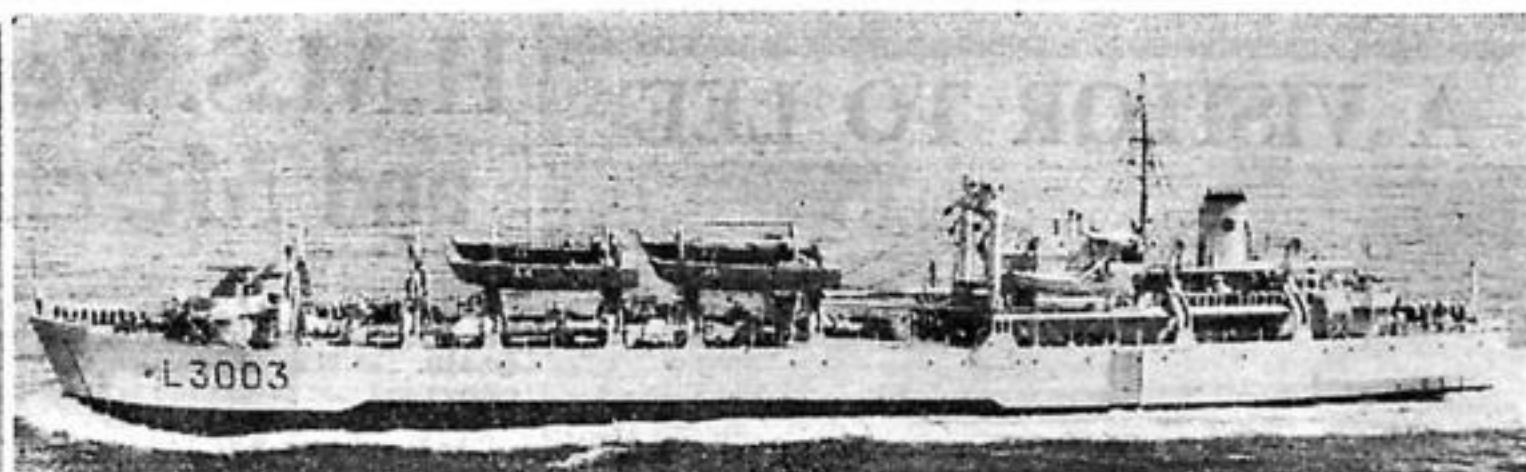
Too Silent Too Long

BELIEVING that the Service has been too silent for too long, the Sherwood and Arnold Branch of the Royal Naval Association has sponsored the first edition of "The Nottingham Naval Review, 1953"—a first-class production of 100 pages containing articles on the Nottingham branches of the Association, the Nottingham Sea Cadets, stories and illustrations and forewords by The Lord Mayor of the City, Rear-Admiral R. St. V. Sherbrooke, V.C., and Rear-Admiral A. D. Torlesse, C.B.

The main purpose of the "Review," says the editor, "is to interpret the feelings of the Naval Associations and to publicise and aid the magnificent work of the Sea Cadet Corps."

The editor goes on: "Regarding the 'feelings' of the Naval Associations, perhaps I could sum up by saying that they object very strongly to the assumption that Britain is not a first-class power, and they believe, wholeheartedly, that Britain and the Commonwealth can still lead the world if only by virtue of their unforgettable experiences in 1914-18 and again in 1939-45, when with many comrades who did not return they willingly undertook the task thrust upon them to provide the hope for peace, happiness and prosperity for their children in a better world, and they are sure that the new generation will respond to the same call, will defend the same objects, will still offer that traditional leadership, that is not the prerogative

(Continued in column 3)



ANZIO ENDS COMMISSION WITH VISIT TO SCENE OF LANDINGS

WITH H.M.S. Anzio (Cdr. A. W. Tupper, R.N.), now at Gibraltar, the present running commission is all but over. Since January, 1962, the ship has been almost continuously in the Persian Gulf and those who have served on board can look back on a hard and well-done job.

At the beginning of the commission, the ship carried the troopers and tanks of the 17th/21st Lancers and they remained on board continuously until September, except during June, when the ship had an interesting and entertaining break visiting Karachi and docking at Bombay.

LAST OF THE 'BATTLES'

WHEN H.M.S. Dunkirk (Cdr. W. C. R. A. O'Brien, R.N.), returned to Devonport recently to pay off into reserve after completing a 22-month commission, the event marked the passing out of the Service of the last of the "Battle" class destroyers. Four ships of the class have been converted into radar pickets, but the classic destroyer lines have been lost.

"Join the Navy and see the world" was fully justified during this final commission. The ship's company, which joined in May, 1961, visited ports on both coasts of South America, an oilfield in Patagonia, exercised with four different South American navies, with U.S. Navy ships in the Caribbean and passed through both the Panama and Kiel Canals.

FEARLESS SAILORS

During the last year of the commission Dunkirk was attached to the Mediterranean Fleet carrying out exercises and visiting ports, the most popular being Venice, Trieste and Beirut. While in Trieste 25 officers and men went skiing in the Dolomites. No one had had previous experience, but, after three days, fearless sailors, in some cases with beards streaming in the wind, could be seen rushing down the slopes and, to the local experts' amazement, no bones were broken.

A full, happy and interesting commission; remarkable, as there was no refit to slow down the tempo. Thirty-six ports visited—from Valparaíso to Villefranche, and from Cartagena, new world, to Cartagena, Old World. In all, 65,000 miles were steamed, with very few changes among officers and men.

PRESENTATION TO PORTLAND BRANCH

SINCE the Portland Branch of the Royal Naval Association moved into its new headquarters there have been several social events, the latest with officers from the local Borstal establishment.

One of these officers presented the branch with a picture of "The Battle of the River Plate," a gift which was gratefully accepted by the president of the branch.

The members of the Portland Branch are looking forward to visiting shipmates at Swanage, and also to the Royal Tournament.

The small-bore shooting competition between Portland and Stevenage is still in progress. At the moment both Portland teams are six points ahead of Stevenage. The March results were: Portland "A," 470; Stevenage "A," 458; Portland "B," 394; Stevenage "B," 327 points.

(Continued from column 2)

of all those who have more H-bombs, or jets or missiles, or money."

The hon. treasurer of the Sherwood and Arnold Branch, J. Metcalfe, Esq., 22 Highfield Grove, West Bridgford, Nottingham, would be pleased to send a copy of the "Review" to anyone interested. The cost is 1s. plus postage of 10jd.

The tank-landing ship H.M.S. Anzio (5,000 tons, full load) has a complement of about 115 officers and men

Whilst on board, the Lancers joined in all the ship's activities, even during the hot season, when temperatures were continuously over the 100 degrees F. mark, just as the Royal Scots Greys did when they were embarked from October. They joined the ship at Aden after the ship had spent a welcome 14 days at Mombasa, and remained on board until the ship sailed from Bahrain in mid-February for her last exercise and the long trip to Gibraltar.

FIRST VISIT TO ANZIO

Bahrain, Kuwait, Umm Said and Aden can hardly be called good runs ashore, so everyone looked forward to the first visit the ship has made to Anzio. Three days were spent there during mid-March and it was obvious that the ship was most welcome. With Rome only 30 miles away it was not surprising that many of the ship's company found themselves there instead of Anzio, which, as a holiday resort, had not, at that time, come fully to life.

In summer, Anzio flourishes as a neat and cheerful resort. Having seen films of the landings of January, 1944—after which, of course, the ship was named—its recovery is no mean feat. Nineteen years ago there was very little left of Anzio. This is hardly surprising, as the battle in the Anzio

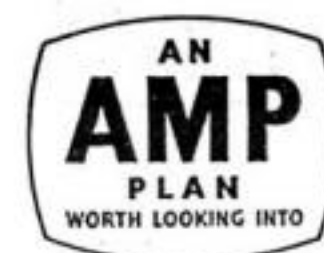
area lasted for many a long week, though the landings themselves were a complete success. Within the first 22 hours, 36,000 men and 3,000 vehicles were landed but, thereafter, the Germans, having recovered from the initial shock, made the Allied advance a tedious one. Before the Allies finally broke through, having been held at the bridge near Anzio that is now depicted on the ship's crest, the destroyers Janus, Jervis and Inglefield and the cruisers Spartan and Penelope, with many assault craft, were lost.

PRESENTATIONS TO SHIP

To commemorate Anzio's visit, a gold medal showing the Maid of Anzio, a statue found in Nero's villa at Anzio and a suitably inscribed scroll, were presented to the ship.

Also during the visit the welfare committee presented a sum of money to the Santa Maria Goretti Orphanage and a small party went to Rome for an audience with the Pope.

The visit was certainly one to remember, but the end of the commission was too near for the ship's company to want to stay longer. After five days at Malta, the ship sailed for Gibraltar. Ahead lies a long refit, ending in the autumn, when the ship returns to the Gulf on a fixed foreign service commission.



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A VISITOR TO LEE



The Flag Officer, Air (Home), Vice-Admiral Sir John Hamilton, K.B.E., C.B., welcomes the Air Officer Commanding Flying Training Command, Air Marshal Sir Augustus Walker, K.C.B., C.B.E., D.S.O., D.F.C., A.F.C., when he paid a courtesy call on Flag Officer, Air (Home), at Lee-on-Solent on April 9

Vice-Admiral Sir John Hamilton, K.B.E., C.B., the Flag Officer Air (Home) officially opens the Royal Sailors' Rest at Lissiemouth on May 27.

Capt. P. S. Beale, R.N., assumes command of R.N. Air Station, Culdrose, on May 7, in succession to Capt. J. C. Bartosik, D.S.C., R.N.

H.M.S. Wessex—Tie between Royal and Merchant Navies

THE Royal Naval Reserve is a reserve of officers and men who are trained in naval work in their spare time, partly by drills at a local headquarters and partly by short periods of training in ships of the Fleet and in Naval schools. The Navy depends on the Naval Reserve to provide the additional officers and men required to man the ships in reserve and the large number of shore stations required to be set up in the event of war. There are 11 divisions—London, Sussex, Solent (the subject of this article), Severn, Cardiff, Mersey, Clyde, Tay, Forth, Tyne and Ulster.

H.M.S. Wessex, which is stationed in the Inner Dock at Southampton, is the headquarters ship of the Solent Division. Its position, within sight of the Ocean Terminal and the great ocean liners, makes a happy link between the Royal and Merchant Navies and it is fitting that the Royal Navy's first line of reserve should be so closely associated with a mercantile port.

The Solent Division was formed in 1939, but owing to the outbreak of war was not established at Southampton until 1947, and since that date the Division has been increasing both in men and equipment. From small beginnings the Solent Division has today reached a strength of about 300 officers and men, in addition to the Section of 50 Wrens. The Division as a whole forms a focus for Naval Reserve training for Hampshire, Dorset and a part of Wiltshire. H.M.S. Wessex is one of the youngest establishments of the R.N.R. During its formation many difficulties had to be surmounted, and the Solent Division were indeed fortunate to receive such splendid co-operation from the docks and port authorities at Southampton.

H.M.S. WESSEX—A WARTIME SLOOP

The original headquarters ship was the destroyer H.M.S. Zetland. She was followed by the frigate H.M.S. Derg, the name being changed to Wessex in May, 1951, and in June, 1952, this ship was replaced by the present H.M.S. Wessex, formerly H.M.S. Erne, a sloop of the "Black Swan" class, converted into a training vessel at the Royal Naval Dockyard, Portsmouth. Her engines remain for demonstration and

training purposes, although the boilers have been removed. The Wessex is 300 feet long, 38 feet in beam, with a displacement of 1,470 tons. The new ship was commissioned at Southampton on June 5, 1952—a brilliant ceremony attended by senior naval officers and civic and port officials. To H.M.S. Wessex fell the honour of heading the R.N.R. (then R.N.V.R.) flotilla of 17 ships at the 1953 Coronation Naval Review at Spithead, when she flew the flag of the Admiral Commanding Reserves. The ship was towed from the docks to take up her anchorage off Lee-on-Solent.

The Wessex has been very well equipped for her present duties and contains the latest training equipment for instruction in radar, wireless, telegraphy, visual signalling, teleprinters, electrical and mechanical engineering, anti-submarine, navigation, seamanship and gunnery. On the dockside there are large buildings which are used for drill, gunnery training and also to house some of the larger equipment.

FREQUENT CRUISES

The Division also possesses a coastal minesweeper, H.M.S. Warsash, which is used during week-ends for training in seamanship, communications, gunnery and minesweeping. There are frequent cruises to foreign ports, and the C.M.S. has visited Norway, Denmark, Holland, Belgium and France, the vessel being entirely manned by Reserve officers and men.

A visitor calling at H.M.S. Wessex during the week would find Merchant Navy defence teams at work in the gun battery on certain days; the

R.N.R. filling in two evenings and using a third for boatwork and shooting; he would find the Sea Cadets, and Girls' Nautical Training Corps on parade on another two evenings and, yet again, could see the Royal Naval Auxiliary Service detachment exercising on another evening. On Saturdays he would almost certainly see the M.S. slip for a local training week-end at sea or for a few days' cruise to some European port—in fact, the equipment and base are put to very full use for all kinds of naval training. After work is done, there is a well-appointed canteen for use on board, and social functions are arranged for the ship's company and their friends.

The Division has a Lieutenant-Commander, R.N., Staff Officer and a team of active service or pensioner instructors, but it is the policy that a large measure of the training is carried out by the Reserve officers and petty officers of the Division, many of whom have had considerable experience and are qualified.

INTRICATE TRAINING

The trend in the Royal Navy over the past 20 years has been to diminish the purely seaman rating and to gather a preponderance of technicians, and the training programme for both the Royal Navy and its reserves has, therefore, become increasingly more intricate. This presents many problems for reserve training, for the members have also to contend with their civilian occupations in addition to an ever-increasing training commitment. However, a great pride in Britain as a sea power second to none and also the honour of belonging to the fraternity of the sea are spurs which constantly remind the R.N.R. that the effort is worth while and that the use of spare time in such a manner is in fact being "twice a citizen."

The efficiency of the docks and harbours of Britain is a measure of the efficiency of the Royal and Merchant Navies, and H.M.S. Wessex is proud to be berthed in one of the premier ports of the world. The Royal Navy would welcome an even closer link with the Merchant Navy, both at home and abroad, and a cordial invitation is extended to anyone who finds himself in the port of Southampton to visit H.M.S. Wessex.

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Chairman, H.M. Forces Savings Committee,
1, Princes Gate, London, S.W.7

Issued by H.M. Forces Savings Committee



Zeebrugge revisited

FIFTY Royal Navy and Royal Marine veterans visited Zeebrugge on April 27 to mark the 45th anniversary of one of the First World War's most gallant actions in which 11 Victoria Crosses were won in the 2½ hours the engagement lasted.

The veterans took part in the sea bombardment and assault on Zeebrugge on St. George's Day, April 23, 1918, which effectively blocked the canal from Bruges, and it was six months before the Germans were able to use it freely, and it was 2½ years before it was finally cleared.

Among those who attended were Capt. J. C. Annesley, D.S.O., R.N., who came to the United Kingdom especially from Australia, his former mechanic and another officer both from Canada, and Major-General C. R. W. Lamplough, C.B.E., D.S.C., who took part in the assault as a Royal Marine Officer and who is now President of the Zeebrugge (1918) Association.

H.M. Ships Dundas and Keppel took the party to Zeebrugge and brought them back on April 29.

R. NETHERLANDS SHIPS IN THE FORTH

THE 128th Minesweeping Squadron of the Royal Netherlands Navy visited the Firth of Forth from April 23 to May 1 for the purpose of exercising with minesweepers of the Royal Navy.

The Royal Netherlands Navy ships concerned are the coastal minesweepers Naaldwijk, Giethoorn, Hoogeveen and Naarden. These ships of 417 tons (full load) displacement and 150 feet in length, have a complement of three officers, including the commanding officer, three chief petty officers and 28 others.

In addition to the official calls, arrangements were made for the visitors to be entertained during their stay. The H.M.S. Lochinvar messes were open to them: there was a junior rates' dance in Port Edgar Fleet Canteen; the Netherlands Navy officers played skittles with the Lochinvar officers and a couple of football matches were played—one of a comic nature. There was also a dance at the British Sailors' Society, Tower Place, Leith.

£40,000 club for Dolphin

"LUXURY Plus" is how the new, £40,000, all-personnel N.A.A.F.I. Club at H.M.S. Dolphin, Gosport, has been described.

The Rosario Club has been specially designed with men of the Headquarters, Submarine Command, in mind.

On the spacious ground floor of the two-storey building is a large and airy restaurant with seating for 100 diners—a colourful contrast to the former canteen block which was formerly housed there.

On the first floor there is a sun lounge overlooking the Solent, a quiet, wood-panelled bar and a television room. All are furnished in soft greys, blues and reds.

Completing the amenities are a social activities room, complete with juke-box, and a games room.

The Rosario, to which wives and girl friends will be welcomed, is the eighth ratings' club to be opened by N.A.A.F.I. in the Portsmouth Command during the past two years.

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Name and address of advertiser must accompany each advertisement.

Box Number, 9d. extra.

The inclusion of any advertisement cannot be guaranteed, nor responsibility accepted for any errors or omissions.

'I WANT TO BE A MAREEN'

A SPECIAL guest of the Royal Marines at Deal on April 6 was six-year-old Paul Tarry, of Tumulus Road, Saltdean, Brighton, who had been invited along by the Commanding Officer of the R.M. Depot (Colonel F. N. Grant, R.M.) to watch a parade and hear the band as a reward for his letter-writing and enthusiasm to join the Corps.

It all began when Paul wrote to the Royal Marines in January: "Dear Officer, Can you sell me a white maren hat, I want to be a maren."

Paul is too young even for a Marine Cadet, but the Royal Marines nevertheless sent him a cap with a friendly note asking him to keep it clean and smart.

The result was further letters and the fact that Paul has forsaken his toys and refuses to be parted from his "maren hat." Even when he went into hospital to have his tonsils out the hat had to go with him. Colonel Grant was so impressed by Paul's letters and the boy's obvious enthusiasm about a life in the Royal Marines that he invited him and his parents along to Deal. (Paul's great-great-grandfather was in the Corps at the Battle of Trafalgar.)

ADMIRALTY CONSTABULARY

Vacancies for Constables exist in the Admiralty Constabulary. Initial appointment will be on temporary basis with prospects of permanent and pensionable service. Commencing pay of entrants is £550 a year, with nine annual increments of £25, making a total of £775. After 17 years' service a further increment of £25 is awarded making a final total of £800 a year. Uniform and boots are provided. There are good prospects of promotion. Candidates must be of exemplary character, between 21 and 48 years of age, at least 5' 7" in height (bare feet), and of British nationality. Prior to appointment they will be required to pass a medical examination and an educational test (unless holding a Service Certificate of Education). Educational tests are held quarterly in Portsmouth, Devonport, and Rosyth; and at Londonderry, Northern Ireland.

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Serving nava' personnel should make application through their Commanding Officer.



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F.A.A. FIELD-GUN CREW NEARING THREE MINUTE BARRIER

NOW that training is well under way and there are little more than five weeks before the start of the Royal Tournament at Earls Court, the running times of the Fleet Air Arm field-gun crew are dropping steadily towards the three-minute barrier. This barrier has only once been broken on the rather slow track at H.M.S. Ariel, the track record being 2 min. 59.8 sec., set up in 1961, but if progress to date is anything to judge by the 1963 Fleet Air Arm field-gun crew has a good chance of beating this record.

The crew has given two public displays so far, both blessed with fine weather, and attendance was approximately 500 at each. Under the stimulation of the crowd's cheers, "A" Crew gave the spectators a 3 min. 10 sec. run on April 4 and a 3 min. 8 sec. run on April 18, both of these being their fastest runs at the time.

The next public run, on May 8, will include a visit by six lovely Windmill Girls, the crew's mascots this year, and it is hoped to make yet another "fastest run" for the glamorous guests. Further public runs will take place at H.M.S. Ariel

on May 16, 24 and 30 and June 4, and the bigger the attendance, the happier the crews will be.

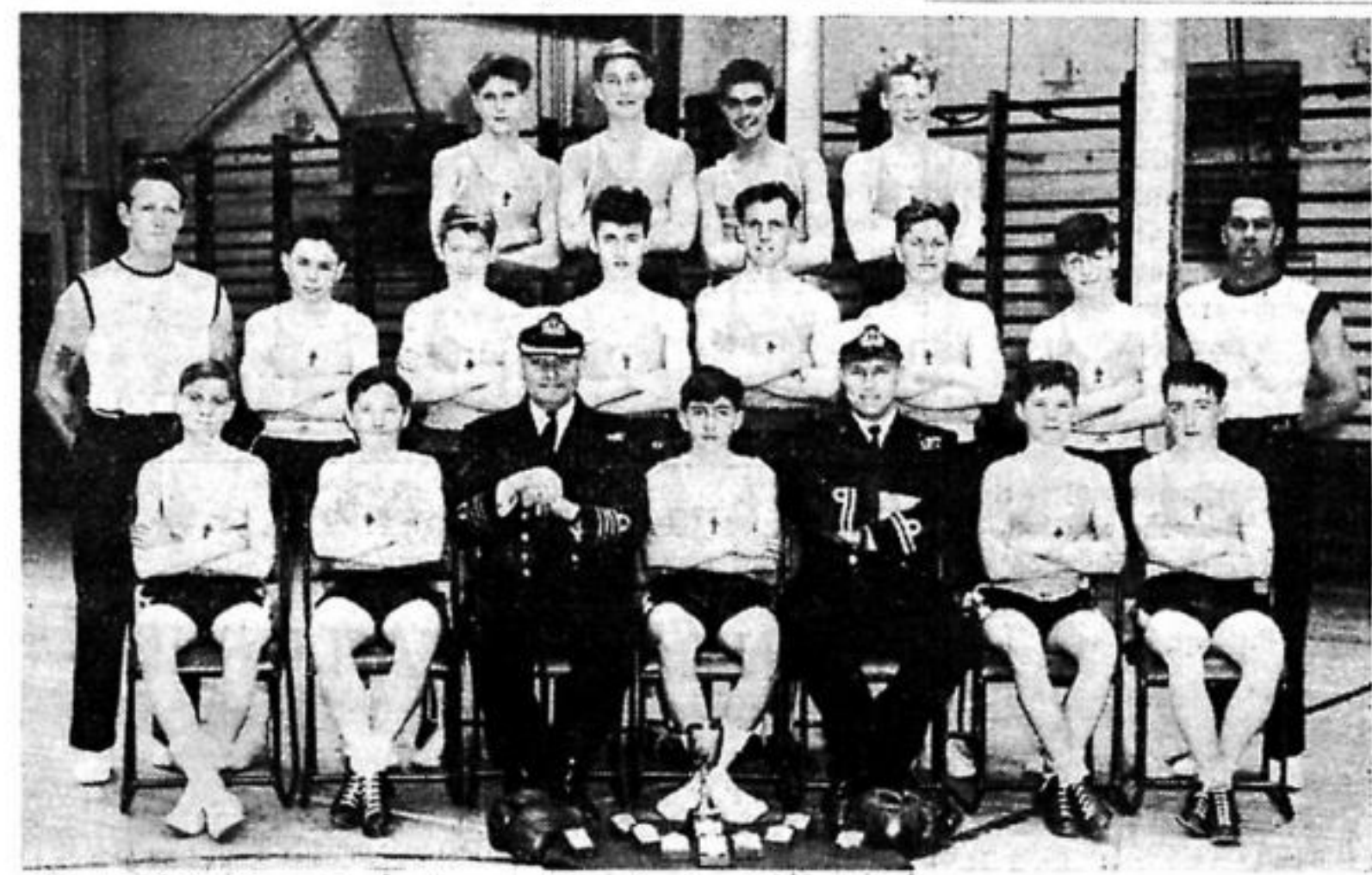
Earlier in April the Fleet Air Arm crew visited St. Dunstan's the home and training centre for blinded ex-Service men at Brighton, to maintain the long connection the Fleet Air Arm field-gun crew has had with the home. Many old friendships were renewed and quite a few new ones were made and the teams are looking forward to seeing the St. Dunstaners at their annual summer camp at H.M.S. Ariel in August.

(Continued in column 4)



Crossing the chasm on the "Run Out." R.E.M.(A) Benefield, (the crew's youngest member), L.A.M. (A/E) Watson, L.E.M.(A) Stratford, L.E.M.(A) Loughlin. The remainder in the picture are getting ready to send over the gun barrel

St. Vincent Boxing Team 1963



The H.M.S. St. Vincent boxing team, containing five Royal Navy junior champions won the 1963 Royal Navy "A" (15-16 years) Trophy and was second in the "B" (16-17 years) Trophy, a good performance, considering the large numbers in the opposition. Back row: Kelson, Lfe, Cayley, Young. Centre row: P.O. Woolcott, Willington, O'Brien (R.N. champion), Mannion (R.N. champion), Russell, Staines (R.N. champion), Sherrat (R.N. champion), P.O. Nash. Front row: Jones (R.N. champion), Nichols, Capt. A. R. Aldous, R.N., Black (captain) (R.N. and I.S.B.A. champion), Lieut. Filce, R.N., Davies, Taylor

Clearing up the North Sea

A TASK almost as dangerous as any during the war is to be undertaken by ships of the Royal Navy, the Royal Danish Navy, and the Federal German Navy, in clearing channels through the minefields laid by Allied aircraft and high-speed craft along the coasts of Germany, Denmark and Holland.

It is estimated that at least 14,000 magnetic mines were laid in addition to acoustic and pressure mines.

The British ships will be known as Task Force 339 and will be commanded by Capt. Barry J. Anderson, C.B.E., R.N., the captain, Mine Countermeasures (Home), who is also the commanding officer of H.M.S. Lochinvar, the Naval Base at Port Edgar, Scotland, and will include the following ships: Shoulton, Lewiston, Wiston, Yarrington, Wolverton, Upton, Bossington, Repton, Sheraton, Norton, Highburton, Laleston, Soberton, Wotton, Belton, Wasterton, Reclaim, and Laymoor.

R.N.R. SQUADRON

In addition, the 10th Minesweeping Squadron, an entirely R.N.R. squadron, and manned by reservists doing their annual training, will take part. The ships of this squadron, and the division to which they belong, are Montrose (Tay), Mersey (Liverpool), Thames (London), Warsash (Southampton), Kilmorey (Belfast) and Clyde (Glasgow).

To minimise risks the minesweeper crews will live in the upper part of the ships, and the engines will be operated by remote control. Crash helmets will be worn—because an exploding mine may "lift" a man against the deckhead. Netting will be fitted over ships' open bridges to prevent personnel being "lifted" overboard and crews will adopt a "monkey-like walk" to prevent legs or heels being broken by the "whip" of an explosion.

(Continued from column 2)

Recent weeks with their heavy rain, have seriously hampered training and an epidemic of tonsillitis made matters worse, but despite this setback work continues and the crews are in good heart.

An assault course has been constructed near the Field-Gun Mess and a run over this makes a fine prebreak-fast work-out for the crew. Next year, runs over the assault course will form an item of the training schedule and help, it is hoped, to produce yet another fine Air Command team.

The Field-Gun Officer, Lieut. N. Michael Tristram, R.N., says: "If the crew maintain the progress shown in

training so far, we expect to show the other crews a thing or two at Earls Court."

This year's Royal Tournament is from June 12 to 29. The record for the fastest run, 2 min. 54 sec. was set up in 1962 by the Air Command crew.

(Continued from page 7 column 5)

est leader of all time—I refer here at Easter to our Lord Jesus Christ. Perhaps too often we think of Our Lord as gentle, meek and loving. How often do we consider Him for His qualities as a leader? He had that burning zeal. He was a tough disciplinarian when He had to be. If you want a star to follow, His is not a bad one."



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